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FOR GOD AND COUNTRY

February 1998

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THE AMERICAN LEGION

Vol. 144, No. 2

The Magazine for a Strong America

February 1998

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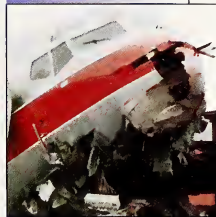
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COVER By John P. Maggard/Scott Hull Associates.

THE AMERICAN LEGION MAGAZINE, a leader among national general-interest publications, is published monthly by The American Legion for its 2.8 million members. These wartime veterans, working through nearly 15,000 community-level Posts, dedicate themselves to God and country and traditional American values; strong national security; adequate and compassionate care for veterans, their widows and orphans; community service; and the wholesome development of our nation's youths.



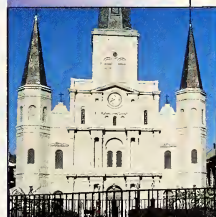
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Now "Old Slabslides" is retiring from the battlefields, replaced by the new 9mm pistol, so we can fire the same ammo as our NATO Allies who don't have the more powerful .45.

How much longer will the .45 be made? No one knows, but while it is, we're proud to salute the Americans of the "45 Era" by issuing a separate, firing, commemorative .45 in honor of each of the four American armed forces that carried it.

24-Karat Gold Plating

Each hand-built .45 features extensive coverage of 24-Karat Gold plating for lasting value and beauty. As a proper memorial to your service branch, patriotic symbols and inscriptions are deeply etched and 24-Karat Gold plated across the slide. Ten components—the trigger, hammer, slide stop, magazine catch, magazine catch lock, safety lock, and grip screws—are plated with 24-Karat Gold.

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Limited Edition; Fires .45 ACP

The worldwide edition limit is only 1,911 pistols,

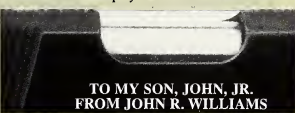
in honor of the year this legend was adopted by the American military. This highly restricted edition limit guarantees immediate rarity and collector value.

Even the registry numbers are special, between USA0001 and USA1911, with the prefix "USA," for U.S. Army, "USMC," "USN," or "USAF," depending on the branch of service.

Each is being custom-built to military specifications by Auto-Ordnance Corporation, the company founded by General John T. Thompson, who helped develop the .45 pistol. Made to uncompromising standards, the NRA test firing of the AO .45 showed accuracy "Significantly better than the average as-issued M1911." It fires .45 ACP ammo readily available at your local gunshop.

The Armed Forces Commemorative .45 Collection

Each has different exotic wood grips, historical etchings, medallions, lanyards and case liner colors and serial number prefixes appropriate to each service branch, to make all four .45s distinctive. Matching serial numbers for all four pistols are available, as is a master case that displays all four cases shown above.



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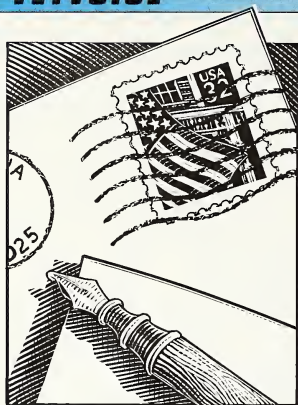
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Tall Tale

THE COMMENTARY by Peter Schweizer on the "Myths of Dollar Diplomacy" in the November issue was the biggest myth I've seen. The article states that more than \$100 billion has been invested in foreign aid. That certainly is true, but it didn't mention how much more. And doesn't "investment" indicate some return on your principal?

What is worse is that our government had to borrow this money from future generations in order to give it away. This is one reason our total public debt of \$5 trillion is hanging over the heads of our grandchildren.

*Lois Ziler
Dell City, Texas*

MR. SCHWEIZER omitted the most important question about foreign aid: Is it constitutional? I searched the document from top to bottom, and I found no power for the federal government to give away American taxpayer money to foreign governments.

*Al Olszewski
Mt. Carmel, Pennsylvania*

Foreign Forum

IT IS my opinion you should note that the three individuals interviewed are members of the Council on Foreign Relations ("Foreign Policy Forum," November). In their own publication called *Foreign Affairs*, this organization has called for "an end-run around national sovereignty, eroding it piece by piece."

This Council of only 1,200 individuals always fills the high posts in government appointments, thus disenfranchising the rest of the nation for any say on how our government operates. Does the rank and file of our organization want this to go on? I certainly hope not.

*Delbert L. Minick
Hancock, Iowa*

JEANE Kirkpatrick is spot on. In my opinion she made an absolute fool of Lawrence Korb.

*Arthur W. Jasper
Tehachapi, California*

WHEN did Elliott Abrams become a respected observer of the foreign relations dilemma? Do you remember the Iran-Contra congressional hearings? Abrams essentially told the committee that he didn't know anything. News items after this referred to him as a pariah. Now he is respected? What has changed?

My favorite part of your magazine is the jokes on the last page. But please, limit the jokes to the last page.

*Jerry Anderson
Bloomington, Minnesota*

Take Care of Yourself

AS SAD as the attitude directed toward Gulf War veterans may be, there are positive approaches that one can do for one's self.

*Gene Hefner Hicks
Topeka, Kansas*

Thou Shall Not....

THANK you for publicizing the efforts to amend the First Amendment ("Big Issues," November) to allow tax money to be spent for religious purposes and religious exercises in public schools and public places. We have enjoyed over 200 years of religious freedom in America, and we should resist these efforts to take it away. We must oppose governmental interference in religious practices in our country.

*Hugh Shuford
Vancouver, Washington*

REP. ERNEST Istook Jr. distorted the nature of the religion issue by committing the grievous sins of omission and jingoism. By so doing, he inflames the passions of people on what he knows is a very emotional

Please turn page

WE WANT YOUR OPINIONS

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issue, one which most people do not consider rationally.

Istook mentions Judge Moore of Alabama who cannot display the Ten Commandments. But he did not mention that the judge has only Christian prayers said in his court at the beginning of the session. These are clearly in defiance of the First Amendment, which guarantees Americans not only freedom of religion, but also freedom from religion.

Under the amendment supported by Rep. Istook, this activity has the potential of becoming legal. Instead of clarifying issues, the amendment would create greater havoc.

The solution is quite simple. First, require all people to obey the law, especially the wisdom of the First Amendment. Second, have people learn to respect people of different religious beliefs, even respecting the rights of people not to believe. Third, have government officials stop trying to foist their religious convictions on others.

*Sheldon F. Gottlieb
Mobile, Alabama*

I AGREE with Rep. Jerrold Nadler that we should keep church and state separate. I see the amendment as taking away our religious freedoms, and it would allow the government to establish certain religious beliefs. When governments get into the religious business, persecutions and holy wars can result.

Religious leaders want government to promote their beliefs and give them funding. Religion belongs in churches, homes and private institutions, not in public places. A person can always pray in silence. We've never needed a law for that.

*Hulda Pelz
Zion, Illinois*

WIMSA

I RECENTLY attended the dedication of the Women in Military Service for America Memorial at Arlington National Cemetery on Oct. 18, 1997. What a thrill to be there and to be able to participate in the candlelight march across the memorial bridge at dusk, along with thousands of others. It was spectacular.

Brig. Gen. Wilma L. Vaught did an

outstanding job and brought off the event as promised: "No rain on our parade." Brig. Gen. Vaught, we salute you!

*Mable Trumble Bond
St. Louis, Missouri*

Clouded Issue

MELVIN R. Adrian ("VetVoice," November) offers a weak excuse for not attending meetings and being an active member.

There is no scientific proof that cigarette smoke has caused the death of a single person. The tobacco companies have never lost a lawsuit in court in more than 30 years for that reason. True, smoking will affect an existing heart and lung condition such as bronchitis or emphysema.

Adrian should realize that it is not a question of health, more a question of the rights of 50 million fellow Americans who choose to smoke. Adrian should attend a meeting and propose arrangements that can accommodate all.

I'm a non-smoker. But if we sit by and let the rights of 50 million Americans who choose to smoke lose that right, what group of Americans will be next?

*Donald P. Meredith
Hawthorne, Florida*

Lawn Care

AS A commander of an air-defense artillery advanced individual training battery, I applaud the story written by R.J. Fallon ("It's Happening on Your Own Front Lawn," November). It concisely defines the primary problem we deal with in training Army soldiers. In general, the American people seem to forget that we need their support and their best effort to train a force that is capable of defending this nation.

We need parents who develop young men and women with strong character, morals and ethics.

We need citizens who do not take the easy wrong over the hard right. We need organizations that believe, like The American Legion, in the Constitution, are committed to serving the community and working to raise awareness of the important issues that face those who serve their country.

Most of all we need an America that remembers how we got where we are today—young people sacrificing their lives to ensure this nation would not perish.

*Larry A. Tracy
Fort Bliss, Texas*

Survey Says....

YOUR article ("On Duty," November) didn't state the source of the Tricare survey, but if it is Humana Military Healthcare Services Inc., then the results are highly suspect if my personal experience is any indication of their efforts to obtain valid data.

I participated in a Humana telephone survey. The first question was, "On a scale of 1 to 10, how would you rate the ease of obtaining an appointment with Tricare health-care providers." The second was, "How would you rate the quality of Tricare health-care providers visited?"

Since Tricare Standard enrollees choose their own doctors, I couldn't see why anyone in Standard would rate the ease of obtaining anything but high. When I questioned the survey taker, she didn't know the difference between Standard, Extra or Prime. She would have blindly recorded my answers if I hadn't stopped the interview.

I assume the survey was for Prime. So to include responses from Standard enrollees would skew the data to the point of being invalid. I'd be interested on the source of the DoD survey data.

*Donald P. Adeo
Sumter, South Carolina*

Dignified Response

ON THE eve of election day, I read with disgust in the November issue of THE AMERICAN LEGION MAGAZINE "Raymond Jones' Dignified Departure." Every politician in Washington plus state officials should be required to read this article. A junkie in a drug program or an illegal alien is afforded better treatment. I shudder when I think that for 48 years, I've voted to elect a group of uncaring politicians. Wake up, Washington, and provide our honored veterans the benefits they deserve.

*Robert Frisch
Lodi, New Jersey* □

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This year
it's all
coming
together:
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The Soul of Americanism

O HAVE heard recently of a Legionnaire in a Midwestern city who spent a late fall evening walking the dog, one of those daily tasks that had mostly fallen to his wife. The dog was and is a vigorous campaigner and insisted on an extensive neighborhood tour.

What struck the Legionnaire was the extent to which his fellow residents brightened up their property with decorative flags—and that none of them were flying Old Glory above or even with their collections.

He promptly looked up the proprietor of the neighborhood newsletter and suggested recommending in print that the U.S. Flag also be flown with such displays, and the next time he drew dog-patrol duty, more than half the homes with decorative flag arrangements had added Old Glory in pride of place.

That's a quick and significant result for a diffident reminder of an appropriate way of showing our national colors, and it shows what an individual Legionnaire can do when he or she keeps eyes open for any opportunity to promote a 100 percent Americanism.

Americanism covers a lot of ground for our Legion; the idea is bred in our bones and is as necessary as oxygen and as energizing as sunlight. This month we observe the birthdays of George Washington—the indispensable man, as one biographer calls him, in establishing the nation—and Abraham Lincoln, the nation's preserver and "Great Emancipator."

It is altogether fitting and proper, we'd expect Lincoln to say, that we celebrate Americanism this month. And it is crucial to Americanism month that we begin it with Religious Emphasis Week.

Our American Legion realizes that we will forfeit our God-given rights as citizens if the source is forgotten. An informed and active faith is the rock upon which Americanism is built, and for our souls and the soul of America we encourage regular public worship, daily family prayer and the religious education of children.

Education, for citizenship and for a productive adulthood, is another crucial com-

ponent of Americanism. The American Legion knows and is inspired by the thought that good schools make good citizens.

This year it's all coming together as we gather ourselves in the "Show Your Colors, America!" campaign for a constitutional amendment to restore to American citizens the right to protect their flag.

The U.S. Flag is the immediate and visible symbol of our divinely-rooted nationhood and the emotional depository for all the glories that patriots' dreams and valor have won for us.

Interestingly, school children have been among the most active participants in the amendment and flag-awareness campaigns mounted by the Citizens Flag Alliance, just as they, with some American Legion organizational help, took the lead in outfitting USS *Constitution* with a new set of sails.

It was the youth group volunteers of the Eastman Curtis Ministries of Tulsa, Oklahoma, who raised the CFA's successful Victory Flag fund-raiser to the level of national inspiration. In that effort, the CFA mailed out patches of flag fabric with the suggestion that the patches be returned with a donation to the flag-protection effort.

It was the Tulsa teens who decided the returned patches would make an especially worthy flag, and they put some 335 hours into making it happen.

In five days of ironing and assembling, they turned 15,000 swatches into a 28-by-22-foot flag, one that we had the honor of displaying on our Washington, D.C., headquarters building on the Veterans Day holiday.

A committed Legionnaire, teens of patriotism and faith, neighbors who need only a suggestion to show America their colors—if such stories convey anything, it's that Americanism is not a sometime thing or an occasional condition. It can, as officially enshrined in our charter, require 100 percent of any of us at anytime, and it requires much of all of us all the time.

We, The American Legion, are required by soul and conscience to renew and redouble our efforts on behalf of Old Glory. We know that any goal might not be obtained at the first effort, but it is always won by the last. □

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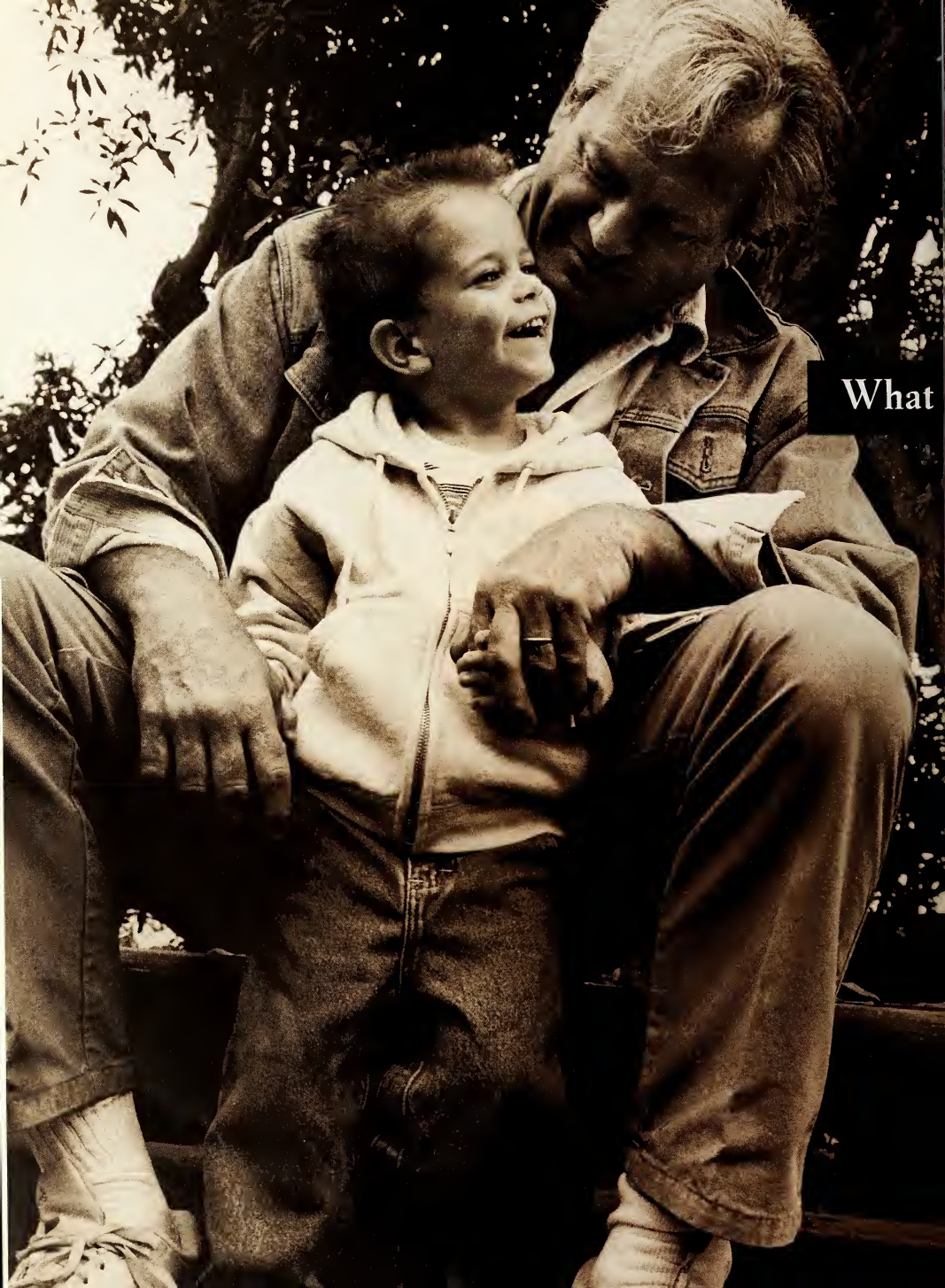
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What

Last winter, Mike Vaughn had a heart attack. In addition to diet and exercise, his doctor prescribed ZOCOR, the one cholesterol medicine proven to help save the lives of people with high cholesterol and heart disease. Good thing. Because he has some important plans with Alex.

Mike Vaughn did with his future.

Your future is too valuable a thing to risk with high cholesterol. High cholesterol can lead to heart disease and even death. When used with diet and exercise, ZOCOR is the one medicine that's actually been proven to help save the lives of people with high cholesterol and heart disease. More than 3.1 million people have taken ZOCOR, the most often prescribed cholesterol medicine in the U.S.*

A landmark five-year study among heart disease patients with high cholesterol demonstrated dramatic results for ZOCOR: fewer cardiac procedures, fewer heart attacks, and 42% fewer deaths from heart disease.

ZOCOR is a prescription drug, so you should ask your doctor or healthcare professional if ZOCOR is right for you. Some people should not take ZOCOR: people with active liver disease or possible liver problems; women who are pregnant, likely to become pregnant, or are nursing; or people who are allergic to any of its ingredients.

Your doctor may perform blood tests to check your liver function before and during treatment with ZOCOR. Be sure to tell your doctor if you experience any unexplained muscle pain or weakness while taking ZOCOR, since this could be a sign of serious side effects, and be sure to mention any medication you are taking to avoid possible serious drug interactions.

To get your free copy of "Surviving High Cholesterol," call 1-800-363-LIFE. Visit our Web site at <http://www.zocor.com>

Ask your doctor
about ZOCOR—
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medicine proven to help
save lives among people with
high cholesterol and heart disease.

- Does my cholesterol level put me at risk?
- Should I consider adding ZOCOR to my diet and exercise plan?
- Could ZOCOR reduce my chances of having a heart attack?
- What are the side effects of ZOCOR?
- What type of results can I expect from ZOCOR?



Please read the next page for a summary of Prescribing Information and discuss it with your doctor.

ZOCOR is indicated as an addition to diet for patients with high cholesterol when diet and exercise are inadequate. (Results vary patient to patient.)

It's your future.
BE THERE.

ZOCOR. The cholesterol medicine that helps save lives.



ZOCOR®

(SIMVASTATIN)

PLEASE READ THIS SUMMARY CAREFULLY, AND THEN ASK YOUR DOCTOR ABOUT ZOCOR. NO ADVERTISEMENT CAN PROVIDE ALL THE INFORMATION NEEDED TO PRESCRIBE A DRUG. THIS ADVERTISEMENT DOES NOT TAKE THE PLACE OF CAREFUL DISCUSSIONS WITH YOUR DOCTOR. ONLY YOUR DOCTOR HAS THE TRAINING TO WEIGH THE RISKS AND BENEFITS OF A PRESCRIPTION DRUG FOR YOU.

USES OF ZOCOR

ZOCOR is a prescription drug that is indicated as an addition to diet for many patients with high cholesterol when diet and exercise are inadequate. For patients with coronary heart disease (CHD) and high cholesterol, ZOCOR is indicated as an addition to diet to reduce the risk of death by reducing coronary death; to reduce the risk of heart attack, and to reduce the risk for undergoing cardiac procedures (coronary artery bypass grafting and percutaneous transluminal coronary angioplasty).

WHEN ZOCOR SHOULD NOT BE USED

Some people should not take ZOCOR. Discuss this with your doctor.

ZOCOR should not be used by patients who are allergic to any of its ingredients. In addition to the active ingredient simvastatin, each tablet contains the following inactive ingredients: cellulose, lactose, magnesium stearate, iron oxides, talc, titanium dioxide, and starch. Butylated hydroxyanisole is added as a preservative.

Patients with liver problems: ZOCOR should not be used by patients with active liver disease or repeated blood test results indicating possible liver problems. (See WARNINGS.)

Women who are or may become pregnant: Pregnant women should not take ZOCOR because it may harm the fetus. **Women of childbearing age should not take ZOCOR unless it is highly unlikely that they will become pregnant.** If a woman does become pregnant while on ZOCOR, she should stop taking the drug and talk to her doctor at once.

Women who are breast-feeding should not take ZOCOR.

WARNINGS

Liver: About 1% of patients who took ZOCOR in clinical trials developed elevated levels of some liver enzymes. Patients who had these increases usually had no symptoms. Elevated liver enzymes usually returned to normal levels when therapy with ZOCOR was stopped.

In the ZOCOR Survival Study, the number of patients with more than one liver enzyme level elevation to greater than 3 times the normal upper limit was no different between the ZOCOR and placebo groups. Only 8 patients on ZOCOR and 5 on placebo discontinued therapy due to elevated liver enzyme levels. Patients were started on 20 mg of ZOCOR, and one third had their dose raised to 40 mg.

Your doctor should perform routine blood tests to check these enzymes before you start treatment with ZOCOR, and periodically thereafter (for example, semiannually) for your first year of treatment or until one year after your last elevation in dose. If your enzyme levels increase, your doctor should order more frequent tests. If your liver enzyme levels remain unusually high, your doctor should discontinue your medication.

Tell your doctor about any liver disease you may have had in the past and about how much alcohol you consume. ZOCOR should be used with caution in patients who consume large amounts of alcohol.

Muscle: Tell your doctor right away if you experience any muscle pain, tenderness, or weakness at any time during treatment with ZOCOR, particularly if you have a fever or if you are generally not feeling well, so your doctor can decide if ZOCOR should be stopped. Some patients may have muscle pain or weakness while taking ZOCOR. Rarely, this can include muscle breakdown resulting in kidney damage. The risk of muscle breakdown is greater in patients taking certain other drugs along with ZOCOR, such as the lipid-lowering drug Lipid* (gemfibrozil), a fibrinolytic; lipid-lowering doses of nicotinic acid (niacin); the antibiotics erythromycin and clarithromycin; nifedipine; antifungal drugs that are azole derivatives, such as itraconazole and ketoconazole; or drugs that suppress the immune system (called immunosuppressive drugs, such as Sandimmune** [cyclosporine]). Therapy with ZOCOR should be temporarily interrupted if you are going to take an azole derivative antifungal medication, such as itraconazole. Patients using ZOCOR along with any of these other drugs should be carefully monitored by their physician. The risk of muscle breakdown is greater in patients with kidney problems or diabetes.

If you have conditions that can increase your risk of muscle breakdown, which in turn can cause kidney damage, your doctor should temporarily withhold or stop ZOCOR. Such conditions include severe infection, low blood pressure, major surgery, trauma, severe metabolic, endocrine and electrolyte disorders, and uncontrolled seizures. Also, since there are no known adverse consequences of briefly stopping therapy with ZOCOR, treatment should be stopped a few days before elective major surgery. Discuss this with your doctor, who can explain these conditions to you.

Because there are risks in combining therapy with ZOCOR with lipid-lowering doses of nicotinic acid (niacin) or with drugs that suppress the immune system, your doctor should carefully weigh the potential benefits and risks. He or she should also carefully monitor patients for any muscle pain, tenderness, or weakness, particularly during the initial months of therapy and if the dose of either drug is increased. Your doctor may also monitor the level of certain muscle enzymes in your body, but there is no assurance that such monitoring will prevent the occurrence of severe muscle disease.

PRECAUTIONS

Before starting treatment with ZOCOR, try to lower your cholesterol by other methods such as diet, exercise, and weight loss. Ask your doctor about how best to do this. Any other medical problems that can cause high cholesterol should also be treated.

ZOCOR® (simvastatin) is less effective in patients with the rare disorder known as homozygous familial hypercholesterolemia.

Drug Interactions: Because of possible serious drug interactions, it is important to tell your doctor what other drugs you are taking, including those obtained without a prescription.

ZOCOR can interact with Lipid, niacin, erythromycin, clarithromycin, nifedipine, certain antifungal drugs, and drugs that suppress the immune system (called immunosuppressive drugs, such as Sandimmune). (See WARNINGS, Muscle.)

Some patients taking lipid-lowering agents similar to ZOCOR and coumarin anticoagulants (a type of blood thinner) have experienced bleeding and/or increased blood clotting time. Patients taking these medicines should have their blood tested before starting therapy with ZOCOR and should continue to be monitored.

Endocrine (Hormone) Function: ZOCOR and other drugs in this class may affect the production of certain hormones. Caution should be exercised if a drug used to lower cholesterol levels is administered to patients also receiving other drugs (e.g., ketoconazole, spironolactone, cimetidine) that may decrease the levels or activity of hormones. If you are taking any such drugs, tell your doctor.

Central Nervous System Toxicity; Cancer, Mutations, Impairment of Fertility: Like most prescription drugs, ZOCOR was required to be tested on animals before it was marketed for human use. Often these tests were designed to achieve higher drug concentrations than humans achieve at recommended dosing. In some tests, the animals had damage to the nerves in the central nervous system. In studies of mice with high doses of ZOCOR, the likelihood of certain types of cancerous tumors increased. No evidence of mutations or of damage to genetic material has been seen. In one study with ZOCOR, there was decreased fertility in male rats.

Pregnancy: Pregnant women should not take ZOCOR because it may harm the fetus.

Safety in pregnancy has not been established. There have been no reports of birth defects in the children of patients taking ZOCOR. However, in studies with lipid-lowering agents similar to ZOCOR, there have been rare reports of birth defects of the skeleton and digestive system. Therefore, women of childbearing age should not take ZOCOR unless it is highly unlikely they will become pregnant. If a woman does become pregnant while taking ZOCOR, she should stop taking the drug and talk to her doctor at once. The active ingredient of ZOCOR did not cause birth defects in rats at 6 times the human dose or in rabbits at 4 times the human dose.

Nursing Mothers: Drugs taken by nursing mothers may be present in their breast milk. Because of the potential for serious adverse reactions in nursing infants, a woman taking ZOCOR should not breast-feed. (See WHEN ZOCOR SHOULD NOT BE USED.)

Pediatric Use: ZOCOR is not recommended for children or patients under 20 years of age.

SIDE EFFECTS

Most patients tolerate treatment with ZOCOR well; however, like all prescription drugs, ZOCOR can cause side effects, and some of them can be serious. Side effects that do occur are usually mild and short-lived. Only your doctor can weigh the risks versus the benefits of any prescription drug. In clinical studies with ZOCOR, less than 1.5% of patients dropped out of the studies because of side effects. In a large, long-term study, patients taking ZOCOR experienced similar side effects to those patients taking placebo (sugar pills). Some of the side effects that have been reported with ZOCOR or related drugs are listed below. This list is not complete. Be sure to ask your doctor about side effects before taking ZOCOR and to discuss any side effects that occur.

Digestive System: Constipation, diarrhea, upset stomach, gas, heartburn, stomach pain/cramps, anorexia, loss of appetite, nausea, inflammation of the pancreas, hepatitis, jaundice, fatty changes in the liver, and, rarely, severe liver damage and failure, cirrhosis, and liver cancer.

Muscle, Skeletal: Muscle cramps, aches, pain, and weakness; joint pain; muscle breakdown.

Nervous System: Dizziness, headache, insomnia, tingling, memory loss, damage to nerves causing weakness and/or loss of sensation and/or abnormal sensations, anxiety, depression, tremor, loss of balance, psychic disturbances.

Skin: Rash, itching, hair loss, dryness, nodules, discoloration.

Eye/Senses: Blurred vision, altered taste sensation, progression of cataracts, eye muscle weakness.

Hypersensitivity (Allergic) Reactions: On rare occasions, a wide variety of symptoms have been reported to occur either alone or together in groups (referred to as a syndrome) that appeared to be based on allergic-type reactions, which may rarely be fatal. These have included one or more of the following: a severe generalized reaction that may include shortness of breath, wheezing, digestive symptoms, and low blood pressure and even shock; an allergic reaction with swelling of the face, lips, tongue and/or throat with difficulty swallowing or breathing; symptoms mimicking lupus (a disorder in which a person's immune system may attack parts of his or her own body); severe muscle and blood vessel inflammation; bruises; various disorders of blood cells (that could result in anemia, infection, or blood clotting problems); or abnormal blood tests; inflamed or painful joints; hives; fatigue and weakness; sensitivity to sunlight; fever, chills; flushing; difficulty breathing; and severe skin disorders that vary from rash to a serious burn-like shedding of skin all over the body, including mucous membranes such as the lining of the mouth.

Other: Loss of sexual desire, breast enlargement, impotence.

Laboratory Tests: Liver function test abnormalities including elevated alkaline phosphatase and bilirubin; thyroid function abnormalities.

NDE: This summary provides important information about ZOCOR. If you would like more information, ask your doctor or pharmacist to let you read the professional labeling and then discuss it with them.



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SHOULD SOCIAL SECURITY BE REVAMPED NOW?

Sen. Judd Gregg (R-New Hampshire)



YES

Suppose you knew that a hurricane or earthquake was going to strike your country on a certain date, and in its wake millions of people would be harmed and billions of dollars lost. Suppose, too, that you had a clear opportunity to prevent this calamity. If you didn't do anything, it would be reckless and irresponsible conduct. America's veterans know better than any group how important it is to take action that puts their country on a safe and prosperous path for the next generation.

According to the Social Security trustees, by 2012, Social Security will be paying out more in benefits than it takes in. The difference would be made up either by taking money out of other government accounts, raising payroll taxes on future generations or cutting benefits. I was recently appointed to lead a bipartisan Senate Budget Committee Task Force on Social Security to review the fundamental problem. Alan Greenspan, the chairman of the Federal Reserve Bank, testified at our first hearing that Social Security is "badly underfunded" and needs to be fixed soon. "If we procrastinate too long, the adjustments would be truly wrenching," said Greenspan.

Under current law, young people will receive a negative rate of return from Social Security. Although many people have seen their personal retirement accounts and mutual funds grow at a significant rate, the Social Security Trust Fund remains stuck in reverse gear.

I believe one option is to let people invest a portion of their payroll taxes in an individual savings account.

One important point: The Social Security program has money to pay the benefits of current retirees and those nearing retirement. Any changes will be directed toward people under age 50 who represent the next generation of retirees.

My call for action is based on strong support for Social Security and a belief that we must save the program by taking action while we have time.

According to a *Washington Post/ABC News* poll in October 1997, 88 percent of Americans believe that ensuring the stability of Social Security is the No.1 issue for Congress and the Clinton administration, but only 48 percent felt the government would be able to get it done. I will do everything in my power to prove the cynics wrong. □

Rep. Peter A. DeFazio (D-Oregon)



NO

Social Security has been the most successful New Deal program, lifting millions of America's older citizens out of poverty. In fact, there is no immediate Social Security crisis, though there are long-term problems. But eliminating the Social Security system to fix relatively minor problems would be like burning down your house to get rid of some termites.

Social Security always has been a "pay as you go" system in which today's workers pay the benefits of today's retirees. But in 1983, payroll taxes were raised to create a surplus to help pay for the retirement of the baby boomers. The Social Security Trust Fund surplus totals more than \$565 billion. It will grow to about \$2.9 trillion by 2018.

According to the trustees' report, Social Security is financially sound until at least 2029—31 years from now. Even if Congress does nothing, Social Security will continue to provide 77 percent of current benefits for another 40 years after that—until the year 2069.

To finance a new private retirement system without cutting off payments for current retirees, it would be necessary to increase taxes on most workers. In fact, both privatization plans under consideration include a big tax increase. The most extreme would not only raise taxes, it would cut benefits and increase the national debt by \$2 trillion to finance the transition.

Privatizing Social Security and forcing workers to place their retirement funds in individual investments raises the specter of financial ruin for some if their investments sour.

Former Social Security Commissioner Robert Ball and some other members of a federal advisory council on Social Security recently proposed a "maintain benefits" fix that makes modest changes and guarantees benefits for beneficiaries well into the next century at close to current levels.

They also recommended allowing a portion of the trust funds to be diversified into private investments to increase returns and pay future benefits. It's a position I've long advocated.

We don't need to burn down Social Security's house to save it. Modest reforms would guarantee to future generations the safety net their parents and grandparents enjoyed. □

Your Opinions Count, Too.

Senators and representatives are interested in constituent viewpoints. You may express your views by writing The Honorable (name), U.S. Senate, Washington, DC 20510, or The Honorable (name), House of Representatives, Washington, DC 20515. You may call the U.S. Senate at (202) 224-3121; the House at (202) 225-3121.

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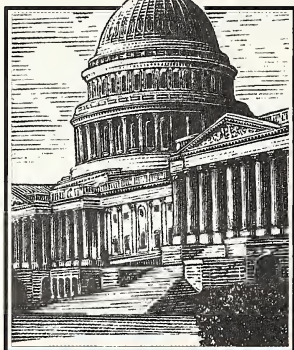
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THE FRANKLIN MINT



By Cliff Kincaid

1-800 Question

CONGRESSMAN James Traficant of Ohio wants a congressional hearing to examine evidence that a missile brought down TWA Flight 800 in 1996. Paul Marcone, Traficant's chief of staff, tells *THE AMERICAN LEGION MAGAZINE* that his boss wants an answer to a simple question: What caused the center-wing fuel tank to explode? He says Traficant has concerns about the investigation and has submitted questions to the National Transportation Safety Board and the FBI.

Government investigators suggest that fuel vapors somehow exploded, bringing the plane down. But Marcone says Traficant, a member of the House subcommittee on aviation, is not convinced, partly because of eyewitness reports of "an object ascending" toward the plane.

Marcone has been working with retired Navy Cmdr. William S. Donaldson, whose background includes being a combat pilot, aircraft accident investigator and maintenance officer. Donaldson conducted tests of the jet fuel used and says spontaneous combustion was impossible. He speculates that a missile brought the plane down.

Donaldson's interviews of four witnesses convince him that it was fired from about three miles offshore, probably from a foreign freighter. He doesn't believe the missile was friendly fire from a Navy ship in the area.

Coming Bloodbath?

AMERICAN troops won't be home from Bosnia as scheduled. But the reason isn't just instability in that country. Some fear the Bosnian Muslim Army, armed and trained by the United States, will stage an offensive.

"The United States has set the stage for a slaughter of the Bosnia Serbs whenever the Muslims choose to initiate armed hostilities," says analyst Gerald L. Atkinson, a retired Navy commander and author of two books on military affairs. Atkinson, a former test pilot who holds a doctorate in nuclear engineering, says the Muslim army's U.S.-supplied guns and tanks are far ahead of the Serbs'.

The situation is so grave that Rep. Lee Hamilton of Indiana wants the training, by 170 retired U.S. military personnel, terminated. Hamilton, ranking Democrat on the House International Relations Committee, warns that the Muslim forces will achieve decisive superiority in a year.

"Our policy should emphasize reducing forces," he says, "not adding weapons to a volatile region already saturated with them."

Land of the Fee

CONGRESS wants us to believe it is cracking down on illegal immigration. But it doesn't want to appear to be anti-immigrant, either. The result is extension of an obscure technical provision of the Immigration and Nationality Act, which allows illegal aliens to seek legal status by simply paying a fine of about \$1,000.

Joan Heuter, chairman of the American Council for Immigration Reform, says support for the section, 245(i), says, "In America, all values and all law take second place to the dollar."

Would-be immigrants in the past were required to convince a State Department officer in their country of origin that they were not a criminal, terrorist, a bearer of disease or a deadbeat. But at least a million foreigners have come here anyway, bypassing the process. Under 245(i), these illegal aliens can remain in the United States rather than go home and begin the lengthy process of seeking visas.

Rep. Dana Rohrabacher of Califor-

nia argued that retention of 245(i) was unfair to law-abiding foreigners who sometimes wait years for their turn. His arguments were decisively rejected by the House in a 268-152 vote.

Guys, Light Out

WOMEN are being recognized for making great contributions to the military. The Women in Military Service for America Memorial has been dedicated, and *USS Hopper*, launched last September, was named for Rear Adm. Grace Hopper. But William Lind, a commentator on the NET network, says it's gone too far. He's urging a "Recruiting Strike," during which young men refuse to volunteer for the military until the U.S. government ends the recruitment of women for anything but traditional roles.

Lind, host of NET's *Next Revolution* program, is the author of *Maneuver Warfare Handbook* and co-wrote a book with former Sen. Gary Hart on military reform.

"Every army in recorded history has been made up exclusively of men," he contends. "The few experiments to bring women into war as combatants have quickly proved disastrous; Israel's experiment in 1948 lasted three weeks."

Steeped in Tradition

CONGRESS promised action after the Senate staged dramatic hearings into IRS abuses. But some groups are taking the matter into their own hands and raising images of the revolt against King George. GOPAC, a political action committee once headed by House Speaker Newt Gingrich, is urging people to drop tea bags and hold parties at local IRS offices to shred 1040 forms.

Peter Roff, political director of GOPAC, says the protests will be conducted on a monthly basis as long as agency offices conduct "problem-solving" open houses for taxpayers. Roff says he's for IRS reform but suggests abolition would be better. "You can change the coat and you can change the pants. But it's still the same person inside," he says about efforts to make the agency more taxpayer-friendly. □

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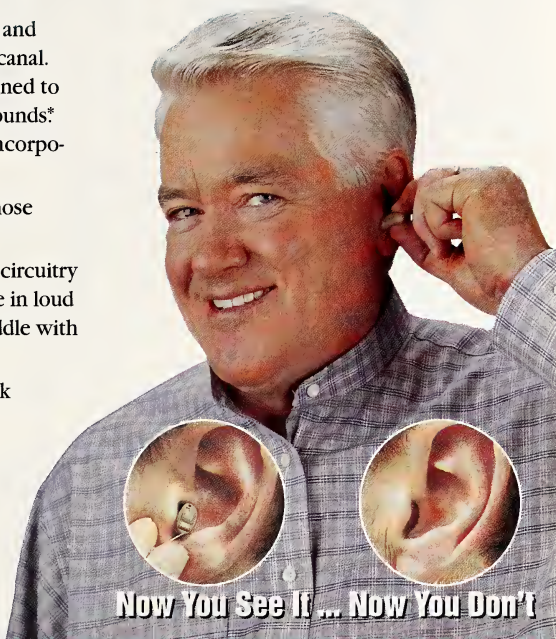
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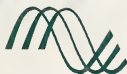
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EXCHANGE



FITNESS TEST REVISED



FIVE-YEAR study has convinced the Army to adopt new fitness standards starting Oct. 1.

The three basic elements of the physical fitness test won't change—sit-ups, pushups and running will still be required. But numbers and timing will change. Women will have to do more sit-ups, both sexes will have to do fewer pushups for maximum scores and many soldiers will have to pick up the pace of their two-mile runs.

"Generally, we found that sit-ups were as challenging for women as they were for men," said Col. Stephan Cellucci, commandant of the Army Physical Fitness School. So in the new fitness test, men and women will have to do the same number of sit-ups.

Equality doesn't apply for pushups, but the numbers will change. In some instances, men will have to do fewer pushups to get a top score of 100 on the test. Women will have to do more pushups to get minimum scores, but fewer for top scores. The minimum passing score is 60.

Many troops of both genders will have to speed up their two-mile run, but men will have to run faster than women.

Today, an 18-year-old male must perform 42 pushups, 52 sit-ups and run two miles in 15:54 to pass. His female counterpart need do 18 pushups, 50 sit-ups and run at an 18:54 pace.

HOUSEHOLD MOVING



ACED with too many damage claims and a high level of discontent, the Defense Department has been struggling to improve household moving. A first step was to hire moving companies based on quality of performance, not just lowest price.

Now additional reforms are planned. One would let service members pick their own moving companies from a list of approved movers.

"Let the member decide what they want in services and buy it themselves. We'll give them the money, and they can manage the move," said Deputy Defense Secretary John Hamre, who heads the Pentagon's Task Force on Defense Reform.

Another plan is to encourage more do-it-yourself moves by paying troops more and reducing paperwork. Reimbursement for do-it-yourself moves now is 80 percent but would jump to 95 percent under this plan.

The military spends \$2.8 billion each year to move 800,000 families but gets mediocre service. Twenty-five percent of moves lead to damage claims, compared to 10 percent in the private sector.

DOG TAGS OUT



HIS is probably the last year U.S. troops will be issued traditional military identification tags universally known as "dog tags."

Starting in 1999, the services expect to replace the stamped metal dog tags with "PICs" or "personal information carriers." These small plastic tags might look something like dog tags but will contain a computer chip packed with information about the wearer.

Medical histories, copies of X-rays, vaccination records and other personal data will be stored on the chips. Detailed medical information is expected to be particularly helpful during deployments, says Lt. Gen. Ronald Blanck, surgeon general of the Army, since the military has not done a good job of making sure medical records accompany troops during deployments.

FORM REFORM



PROMPTED by complaints from troops that too much of their time is spent on paperwork, the Defense Department is launching a new attack against paper. By July 1, the Defense Department hopes to stop sending printed instructions and directives to troops. Instead, such missives will be delivered by Internet.

In addition, the services are being urged to abandon paper forms and use computer files and electronic mail for chores such as ordering supplies. And purchases with credit cards are being encouraged in place of paper contracts for buying items worth less than \$2,500.

Pentagon officials estimate the services can save \$200 million a year by switching to paperless transactions. But the most important saving might be in time and frustration for troops.

Noting that paperless transactions are fast becoming the norm in private business, Defense Department officials said they're aiming for a paper-free contracting system by January 2000.

IN THE NEWS



ONGRESS has ordered a two-year review of the Former Spouse Protection Act, the law that splits retirement pay between divorced spouses.... Not helping the Air Force's pilot shortage: Fewer than 350 of the 1,200 seniors at the Air Force Academy this year meet physical standards to become pilots.... Cutting 100,000 more troops is almost certain, retired military manpower chief Frederick Pang predicts.... The Army has launched a "Consideration of Others" campaign in its battle against harassment and discrimination.... Ignoring skeptics, the Army National Guard has declared 14 of its 15 enhanced-readiness brigades ready for war and says the 15th will be battle-ready by 1999. □

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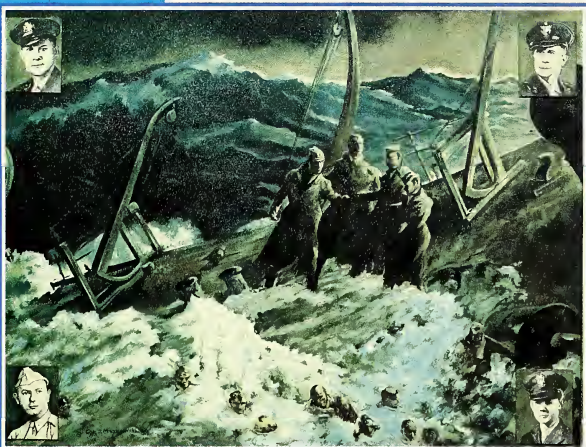
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THIS SIDE OF HEAVEN



LEGENDARY
Dudley Summers' painting of the sinking *Dorchester* and the famous clergymen.

The saga of the Four Chaplains testifies to the bright side of the human spirit.

By Rev. Henry E. Eisenhart

ON Saturday morning, Jan. 23, 1943, *USS Dorchester*, an old, resurrected, 5,600-ton transport left Pier 11 on Staten Island, New York, with a convoy of 50 ships. Soon this vessel and two foreign freighters broke off en route to St. John's Harbor, Newfoundland, from where it would begin its sixth voyage across the Atlantic, stopping first at Greenland where troops were scheduled to build an airfield.

Aboard *Dorchester* were 902 GIs, including four Army chaplains, four men of differing faiths, but in their devotion to God, country and fellow soldiers they were as one. They were George L. Fox and Clark V. Poling, both Protestants; Alexander D. Goode, Jewish; and John P. Washington, Roman Catholic. They were highly respected for providing religious services, Bible studies, spiritual guidance and simple conversation to make each day at sea easier for the troops to bear.

Toward a destination still unknown to most

of the passengers, *Dorchester* struggled through rising waves, dense fog and gusts of snow before the waters of the North Atlantic eased. Enemy submarines, the dreaded German U-boat "wolfpacks," shadowed the vessel on its course, causing profound concern to all the officers in charge.

Within 100 miles of Greenland, *Dorchester* picked its way through a flotilla of icebergs. At suppertime everyone was warned about the fields of ice pack and the danger of enemy submarines in the immediate vicinity. They were ordered to sleep fully clothed and to wear their life jackets. Silence swept through the transport, each man alone in his anxiety and prayers. That silence was shattered shortly after midnight on Feb. 3: A German U-boat caught *Dorchester* in its periscope sights and unleashed a torpedo that crashed into the ship's engine room.

The ship rolled abruptly to one side. The deck became treacherous, oily and slippery. Turmoil erupted. The fearful calm had suddenly turned into a hellish nightmare.

The explosion killed hundreds immediately. Many were trapped below deck. The ship's electric power was destroyed, and steam from the boilers and ammonia gas consumed countless others. The use of distress flares was prohibited for security reasons. Unaware that *Dorchester* was sinking, escort vessels still close enough to assist continued on into the darkness. The ship slipped below the black icy waves—a tragedy, a mass casualty of World War II.

Amid the bedlam, overcrowded lifeboats capsized, and rafts drifted away before anyone could reach them. Men clung to the rails, frozen with fear, unable to let go and plunged into the dark, churning waters below.

At the moment of the explosion, Anthony Naydyhor, a survivor and personal friend of mine, was on duty

Please turn to page 52



Medal of Valor struck by Congress in July 1960 to honor the Four Chaplains.

Rev. Henry E. Eisenhart of Perkasie, Pennsylvania, is National Chaplain of The American Legion.

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LESSONS OF RESPECT

Students learn more than just the history of Old Glory when Legionnaires pay a visit.

By Robert W. Spanogle

THE door opens and the visitor quietly strolls into the room.

A wide grin blossoms across his face as he clutches an armful of treasures he will soon share with his knee-high hosts, who are at play on the floor. The youngsters return the visitor's smile and stare at the badge-decorated blue cap he's wearing.

Larry Palmer, commander of Chicago's North Loop Post 949, doesn't hold an advanced degree in childhood education or psychology.

He doesn't follow the views of that small yet enormously smug circle that clings to the arrogant notion that anything goes and is acceptable in American society.

But make no mistake about it: Mr. Palmer is a blue-ribbon educator when it comes to teaching children about the history and meaning of the American flag.

He understands the most important and enduring lessons in life are learned at an early age, and that there are absolute rights and wrongs that all of us must live by.

For the last four years, Palmer, an Army and Air Force veteran of the Ko-



rean War, has taken his flag message to kindergarten students at Ogden School. His visits coincide with Flag Day observances, certainly an appropriate time for this type of education. During his half-hour presentations, he takes the children on a voyage to discover the history of Old Glory, and he explains what the stars, stripes and colors symbolize.

Palmer kneels down on the floor so that he's eye-to-eye with the students. For many of the pupils, it is their first lesson about the world's best-known flag. Ogden's student body is ethnically diverse, and many are the children of consular workers, hailing from countries such as South Korea, Jamaica, Poland and Australia. When his presentation is over and the questions are answered, he gives each boy and girl a

tiny flag.

Palmer didn't leave empty-handed after his last visit to Ogden School. The students recited the Pledge of Allegiance and sang *America, the Beautiful* for the past commander of Illinois' sixth district.

"Teach and reinforce respect among our children, and that's how they learn to be good citizens," Palmer says. "Understanding what our flag means is a part of getting them heading in the right direction."

TRAVEL east of the "Windy City" by some 850 miles to the New York City area, and witness what Vince Murdoch and other flag enthusiasts are doing to steer young people in the right direction. With the permission of Northport/East Northport School District, Mr. Murdoch and other members of East Northport Post 694 launched a Flag Appreciation Program for fourth-grade students.

Murdoch and Fenton J. O'Malley, former Post 694 commander, educate students the old-fashioned way: show and tell. During their presentation, O'Malley traces the nation's succession of flags from the American Revolution to the current 50-star banner.

Please turn to page 52



LARRY PALMER, a member of North Loop Post 949, is a familiar face to youngsters at Ogden School in Chicago.

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GRASS ROOTS
Members of the Legion, Auxiliary and SAL form a powerful voice on issues such as the flag amendment.

By Joe March

Fortune magazine rates the Legion among the movers and shakers—and a force to be reckoned with.



THE American Legion has been named as one of the 25 most powerful lobbying organizations in Washington. So reported a new "survey of clout in the capital" by *Fortune*. The magazine cites the survey of Washington's Power 25 as "an authoritative, impartial, empirical survey of the trade associations, labor unions and other pressure groups that wield the greatest influence on the nation's legislative system."

Results of the poll appeared in the magazine's Dec. 8 issue. Washington bureau chief and senior writer Jeffrey H. Birnbaum describes the Power 25 as a "highly eclectic—almost curious—collection."

Pollsters Democrat Mark Mellman of the Mellman Group and Republican Bill McInturf of Public Opinion Strategies queried nearly 2,200 insiders, including members of Congress, their staffs and senior White House officials, to rank the mightiest lobbying groups. The American Legion and the Veterans of Foreign Wars were the only veterans-service organizations among the top 25 and 95 runners-up in the survey.

National Adjutant Robert W. Spanogle, who serves as the Legion's chief lobbyist, points to the rank-and-file as the primary source of the

organization's strength. "This ranking is a tribute to grass-roots lobbying," Spanogle says. "The power of The American Legion to speak out for veterans and their families springs from every one of the 14,500 local Posts, 1,200 state districts and 50 state organizations of more than 2.8 million members."

"There's no magic in being in Washington, D.C., or Indianapolis, or a state capital," Spanogle points out. "It's having a total commitment to the mission and working to achieve it collectively at the community level."

Fortune names the three highest-paid lobbyists as well as three who are "lobbying's bargains," naming Spanogle among the bargains.

Although placing 23rd on the list, "our goal is No. 1 when it comes to veterans," Spanogle says.

While the point-spread was miniscule, the VFW placed 16th in the survey, perhaps because the organization still has a political action committee (PAC), according to Spanogle.

"Years ago, The American Legion made a conscious decision to forgo establishment of a PAC and put monies raised directly into our programs for veterans' rehabilitation, our largest division, as well as Boys State, oratorical, Boy Scouts, Children and Youth and the many other Legion services to community, state and nation," he says. "That does not mean our members aren't registered to vote. Ninety-five percent register and are active in the political process. We encourage them and all Americans to vote with our 'Get Out the Vote' campaigns."

Fortune notes that "most of the Power 25 have large numbers of geographically dispersed and politically active members who focus their energies on a narrow range of issues.... they know their convictions and vote them. In this era of low voter turnout, that kind of commitment can mean the difference between victory and defeat in close elections, which translates into real heft on the legislative front," Birnbaum writes, adding, "Few things are more important to a congressman than getting re-elected."

Please turn to page 68

Joe March is the director of the National Public Relations Division at American Legion National Headquarters in Indianapolis.

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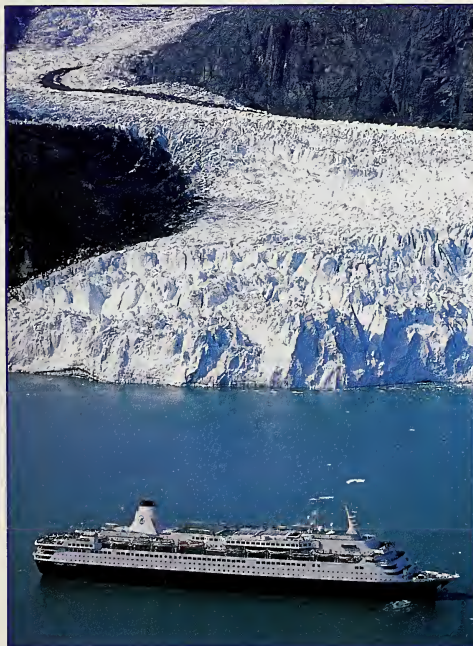
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HIGH FLYER
Eddie Rickenbacher turned a childhood dream into reality when he climbed into the cockpit.

America's pioneer sky king survived many brushes with death and soared into history.

By Anthony Miller



SKINNY, sky-struck kid not yet 11 perched atop the tin roof of a barn in the Columbus, Ohio, of 1901. He and a friend had managed to hoist a modified bicycle to the peak and attach an old wagon umbrella purchased in a second-hand store.

The kid took the controls and a deep breath. "OK, let 'er go!" Down the roof and over the edge barreled bicycle, rider and umbrella. He wrote later, "The umbrella gave a loud pop and turned completely inside out. The next thing I knew I hit the sand. Thanks to it and the good Lord, I was only stunned. The bike wasn't so lucky; it was demolished."

Such was Eddie Rickenbacher's first flight.

By the time he died in 1973, Edward Vernon Rickenbacher had survived more brushes with extinction than a dozen daredevils and had ridden his celebrity to the heights of America's business world and popular imagination.

America's "Ace of Aces" in World War I, Rickenbacher (he changed the Swiss Germanic spelling *Rickenbacher* to snub the Kaiser) believed all he achieved flowed from such values as hard work, thrift, self-reliance, ambition and determination. He preached those virtues in thousands of speeches to civic and commercial groups and, especially, young people.

An unrepentant capitalist, Rickenbacher lived to the fullest the uniquely American agenda of "up and at 'em" exuberance, fierce competitiveness and love of country. The Postal Service issue, on Sept. 25, 1995, of a 60-cent airmail stamp honored one of the most American personalities of the American century.

Rickenbacher's drive to make a name for himself led him to spiff up the original, inserting a "V" in the middle because he liked the look. "V" has stand for "Vernon," he decided.

Born Oct. 8, 1890, in Columbus, the third child of William and Elizabeth Basler Rickenbacher spoke German at home as did his six brothers and sisters. Rickenbacher's accented English brought on frequent fights with classmates who goaded the future scourge of German pilots with taunts of "Dutchy" and "Kraut."

In Eddie's 14th year, his father died in an industrial accident, and Eddie quit school to help support the family. His first employer, a Columbus garage manager, discovered Rickenbacher to be a prodigy with engines. Rickenbacher set about learning "the language of the internal combustion engine" and completed a correspondence course in mechanical engineering. In 1905, Rickenbacher pestered a Ford salesman for a ride in a snazzy two-seater, the first in Columbus. Eddie was smitten.

"After my exposure to the creativity of machine design and production, I had a much better idea of what beautiful, functional, precision-made parts went under that shiny black hood to produce such perfection and performance.... My new understanding of the creativity and



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Anthony Miller is editor of THE AMERICAN LEGION DISPATCH.

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Sub Total		2 or more jackets Subtract \$8 per jacket	
Grand Total			

At High Risk

By Mary Fackler
Schiavo



Aviation travel
was at its
zenith until
the 1980s, but
deregulation
has since
put safety
into a
tailspin.

ON my first month as inspector general for the Department of Transportation, the secretary called me in and handed me a letter from the U.S. Attorney General. The contents were shocking. Eastern Airlines was under federal criminal investigation for falsifying its maintenance records—not performing required maintenance on its planes and “pencil whipping” records. The U.S. attorney in charge of the investigation advised that he had reason to believe that the Federal Aviation Administration (FAA), part of the DoT, was working to thwart investigators and was leaking federal grand jury information to the suspects. Eastern had allowed its fleet to age—and not gracefully. It was flat broke and rocked with labor disputes, Wall Street wheeling-and-dealing and air-route roulette had taken a

toll. Eastern could not even sell its name as did PanAm in its demise; its reputation was shot. Still, it had a powerful ally—the FAA. The U.S. district judge, whose grand jury was investigating, said it more succinctly: “The regulatees are running the regulators.”

I was a former federal prosecutor and had done a stint tackling organized crime, so I knew that conducting federal criminal investigations does not win a lot of friends. Even so, I loved aviation and had gotten my FAA pilot’s license at 18 through Ohio State University. I had come to the job assuming my tenure would be harmonious. After all, I, like most Americans, assumed the government and the airlines were doing all they could to keep us safe.

Eventually, Eastern Airlines was indicted on 53 counts of fraud and pleaded guilty to all counts. I would come to realize Eastern was a case study in what went wrong.

HIGH ANXIETY

A piece of debris from TWA Flight 800 floats in the Atlantic. Airport security checks for weapons and explosives (right). An investigator examines the twisted fuselage of ValuJet Flight 592 (below). A broken USAir 737 drags the East River after skidding off the runway (left).



THE STOCK MARKET

My orders were to get to the bottom of the situation but to tell no one about the attorney general's letter. A meeting was called to bring to the table the FAA, the folks working on the case, the DoT attorneys and my office. We had barely gotten started when we were treated to an amazing display. The No. 2 person at the FAA, the deputy administrator who later became acting administrator, ranted and raved about what a safe airline Eastern was. In fact, he said, he flew on it every week. (The FAA had inspected Eastern 18,000 times in a year, and continued to certify Eastern airworthy. Their few problems were deemed solved, and Eastern was absolved with a civil fine.) We did not have to wonder where the protective attitude about the airlines was coming from. It came from the highest altitude.

Until the 1980s when it leveled off, aviation safety had improved dramatically with each passing decade. Always, we had progressive leaps in technology to propel us to new levels of speed and safety. But the equation changed after deregulation. Freed from the government stick, airlines, the supposition went, would be driven by the carrot of competition to provide better service. Unfortunately, in the rush to deregulate, safety was also deregulated. What should have happened: Once the airlines

*Mary Fackler Schiavo was inspector general of the Department of Transportation from 1990 to 1996. She resigned her post amid her allegations of safety problems in the airline industry. Schiavo, author of *Flying Blind*, *Flying Smart*, is an attorney and professor at Ohio State University.*



At High Risk

were freed of the government's commanding hand, the government would no longer consider itself guardian of the airlines' business fortunes. (In a regulated environment, the government largely controlled how much airlines made, so it watched the airlines' profitability.)

What actually happened: The airlines quickly adapted to their new freedom, which included the freedom to go broke—something almost all new post-deregulation carriers did and something the government tried to remedy by overlooking trouble. A cornerstone of the federal government's aviation policy in 1993 was to bend over backwards to help start-ups and low-cost carriers to show the administration had brought down the cost of airfares. In 1996, a top

pulled up to the gate. No targeting, tracking or checklists to insure every plane, operator and pilot was inspected each year by someone qualified. We found some jets belonging to major carriers that had been inspected 100, 150 or 200 times a year, for no reason other than convenience to the inspector's schedule. One major carrier received 15,000 inspections that found less than a dozen minor problems.

Other operators went completely unchecked. Inspectors were sent to planes they knew nothing about; in one case they could not even open the door. Pilots were evaluated by government inspectors with inferior skills. A few inspectors logged weeks or months of inspection in a day. One inspector topped the list with 200 hours of inspections logged in one 8-hour day. No surprise then that ValuJet received almost 5,000 inspections before the Everglades crash with no major problems flagged.

So much for government inspection of airplanes and pilots. We next turned our attention to mechanics. Policing airline maintenance and repair is carried out—by and large—not by government inspectors but by designated mechanics examiners (DME). The same designated inspection and testing scheme is used to approve new airplanes such as the Boeing 777. The government designates representatives of airlines, airplane maintenance facilities and manufacturers and grants them the power to approve the work of others on airplanes—new and repaired. For the new 777, the government gave 95 percent of the inspection to Boeing. Boeing established the test parameters

and decided when they had been met.

Because 99 percent of DME applicants passed, I was suspicious of the process. Cosmetology boards flunk more applicants. Were mechanics that good? As soon as we started investigating, the pass rate fell below 50 percent, and we quickly saw why. One poor applicant could not draw a rectangle. He passed anyway. Most of the test givers did not know how many questions the applicants had to get right. The applicants were supposed to know how to fix jetliners, but the exams were in some cases given out of spare bedrooms in examiners' homes—with nothing more on hand to test skills than a few common electrical switches.

official, who was forced out after the ValuJet scandal, admitted it was FAA policy not to get tough on airlines or ground them. He said they just tried to "bring them along."

"Bringing them along" translated from government-speak as "see no evil." The effects were far-reaching and devastating to aviation safety, and largely responsible for the current safety impasse. The partnership/bring-them-along policy trickled down to render almost all government safety functions ineffective or even nonexistent. For example, when we investigated government inspections of airlines, aircraft and pilots, we found the FAA examined whatever plane conveniently

SYSTEMS CHECK Policing the world of airline maintenance and repair often is carried out by designated mechanics examiners, not by government inspectors.

NASA, Boeing and the FAA have predicted that a decade from now there will be one major airline crash a week, claims Mary Schiavo



FATAL FLIGHT
Investigators
examine a
USAir jet that
crashed in Charlotte,
North Carolina, while
trying to land during
a thunderstorm.

gram for commuter airlines despite congressional orders. Reports of mechanical and design problems and pilots' reports of trouble went into a black hole. There was no use of data, no safety trend analysis, targeting or tracking. The administrators spent so much time giving speeches, cutting ribbons, going to the Paris Air Show, keeping their own flying licenses current, getting new ratings in the FAA's private jets, or adding helicopters to their fleet, that they were kidney-stone administrators—just wait for them to pass. Airports routinely and illegally siphoned off funds to use for political purposes and left the public

without many promised safety improvements—like new or even working instrument landing systems or life-saving windshear-detection radar.

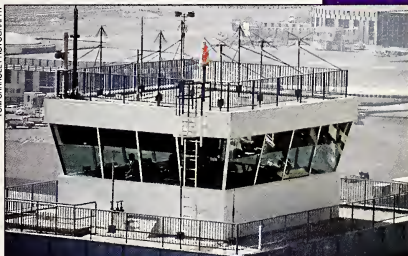
The FAA spent \$1.6 million tax dollars on cult-like management training by a new-age guru who taught government employees that there are different kinds of truth, depending on the situation, including "relative truth." Attendees were required to strip to their underwear and attend late-night sessions in which they were forced to reveal dark or humiliating secrets of their past. They were tied together for 24-hour periods, including for sleeping and using

the restroom. Another special training exercise, which cost \$40,000, consisted of FAAers wearing their clothes for 24 hours and then surrendering them to a "sniffie" who would tell them their essence—earth, fire, metal, water or wood. What this has to do with operating airplanes is not obvious, but tax dollars paid for it.

The worst was yet to come. In 1994, the nearly \$8-billion air traffic control replacement project had to be scrapped. Even the contractor admitted there were many bugs in the software for which there was no known solution. ("Something will turn up," the contractor maintained. "Yes, like a loaded jet in someone else's flight path," controllers countered.) Our investigation turned up some interesting reasons for the botched contract. On the project time line, government rocket scientists who scheduled the testing phase placed it after final purchase. Years and hundreds of millions into the project, the government still had not specified exactly what it wanted the system to do. Most intriguing, we learned that the unemployed spouse of one of the government employees responsible for oversight was buying stock in the contractor at the same time the government was increasing, exponentially, the size of the contract. (The government ethics officers ruled that was not a conflict of interest.)

SUCH shortcomings probably would have continued to be swept under the rug but for the ValuJet tragedy, followed closely by TWA 800. They were the Corvair and the Pinto of the aviation world. The flying public discovered that all airlines are not created equal—there are vast differences in

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COMMON GROUND 94 percent of crashes occur at or near the airport. Whenever new airport funding is obtained, 15 percent should be earmarked for safety measures, claims former DoT official Mary Fackler Schiavo.

FULL THROTTLE FOR SAFETY

Commercial aviation has had its ups and downs, but smooth takeoffs and happy landings remain the highest priority of the Air Line Pilots Association.



IT REALLY WORKS An engine fire triggered evacuation of this jet. Well-designed safety procedures prevented any serious injuries.

THE trip begins even before you leave the ground. For some, there's a sense of finality as they float down the jetway like departed souls edging toward the light at the end of tunnel. The smiling flight attendant welcomes passengers, many wearing the desperate faces of losing keno players, their eyes darting from their boarding passes to posted rows and seats. Strap in, get the safety lecture, sit back, sip that complimentary beverage and sail through the friendly skies—and hope the guy crammed in the next seat doesn't remove his shoes and launch into endless chatter.

The world has become a smaller place since that blustery day on Kitty Hawk when Wilbur and Orville Wright declared, "Let there be flight." Time and distance narrowed even more when passenger aviation entered the jet age. And though air travel has become one of the most popular ways of business and pleasure travel these days (1.5 million passengers daily, according to airline industry officials), it has its well-known risks: mechanical failures during takeoffs and landings, unpredictable and often-hellacious weather, mid-air near hits with other aircraft, error in the cockpit and tower—and, yes, even unruly passengers pose a hazard, according to airline industry officials.

We know the casualties of air travel by their flight designations. TWA Flight 800 mysteriously explodes off the coast of New York. ValuJet Flight 592 drops from the air and drills into the Florida Everglades. USAir (now USAirways) Flight 427 rolls over and slams into the hills outside Pittsburgh. While investigators sift the remains to determine the cause, the media zoom in with cameras and notebooks—and the body counts always seem staggering.

Still, as most industry sources and federal officials confirm, you're significantly safer five miles above the earth than behind the wheel. It is reported that more people are killed on America's highways every four months than have been killed in commercial aviation since 1914.

"Safety" is the operative word for the Air Line Pilots Association. "Our devotion to safety wasn't just tacked on as an afterthought when our organization was founded in 1931. It was a primary motive of our founding members," says Capt. J. Randolph Babbitt, who, as president of ALPA, heads a union representing 48,000 pilots at 46 air carriers in the United States and Canada. Babbitt came to ALPA after 26 years with the now-defunct carrier Eastern Airlines; his last line position was DC-9 captain.

The windows in Babbitt's Washington, D.C., office offer a panorama of the constant flow of aircraft arriving and departing at National Airport. With that as a backdrop, Babbitt recently shared his views on airline industry safety with Editor Joe Stuteville.

AMERICAN LEGION MAGAZINE: Airline crashes make for dramatic news. In the wake of these tragedies, the thought on all consumers' minds always seems to come back to this: Just how safe is it to fly on commercial airliners these days?

CAPT. J. RANDOLPH BABBITT: It's incredibly safe. When you look at the statistics the long-term trend has been for fewer incidents per 100,000 [in landings] or however you want to categorize it. We're winning the game. With humans and machines and all of the other components, I



PHOTO: JIM HANCOCK

don't think we'll ever get to zero accidents. But the goal to continually reduce the number of accidents is being achieved, though certainly not fast enough for us.

Q. Former Transportation Department Inspector General Mary Fackler Schiavo paints a grim picture of overall commercial airline safety and of the operations of the Federal Aviation Administration. One of the criticisms she raises is that the FAA conducts only perfunctory reviews of airline pilots' proficiency. Do you believe the FAA does a good job in monitoring pilots' skills?

A. The FAA actually inspects very few pilots. The way the system works is that the FAA sets the criteria based on a variety of recommendations, some from the National Transportation Safety Board [NTSB], others are legislative mandates—sometimes just common sense. The bottom line is a set of regulations governing FAA reviews of pilots. Now, each carrier also is allowed to appoint designees who actually provide the check rides, the line checks and all of the inspections that go on. I can tell you from my own experience that I'd rather ride with the FAA than our own guys [performance raters] who are tough, thorough and do a very good job. I don't think anyone would ever seriously question the overall quality of the system we have in place. As a group, U.S. pilots are the best in the

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TRAVELER'S TIPS



SAFETY-CONSCIOUS air travelers should keep a few things in mind every time they board a commercial aircraft:

- Be reasonable about the amount of carry-on luggage that you bring. FAA rules require airlines to limit the amount of in-cabin luggage. If luggage is too large or bulky, it's difficult to stow in overhead compartments or beneath the seat in front of you. Also, luggage that is not secure could turn into a missile in an accident or block aisles during an emergency evacuation.
- Count the number of rows to the nearest emergency exit.
- Make sure your seat belt and the back of your seat work properly. Most airlines strongly recommend passengers keep their seat belts buckled even when the light is turned off. Unexpected turbulence can occur.
- OK, you've heard it all before, but do it again. Listen carefully to flight attendants during the safety briefing before takeoff. If you don't understand how to operate oxygen masks, flotation devices and emergency exit doors, ask the attendant.

Oxygen masks, for example, don't operate the same on all aircraft.

If you are ever in an aircraft accident or emergency situation, remember:

- Stay calm and listen carefully to what crew members instruct you to do. Your safety is their mission.
 - Before opening an emergency exit, look outside the window. If you can see a fire near the door, don't open it because the flames might spread into the cabin. Seek an alternate escape route.
 - Smoke rises in a fire. Try and stay low and follow the floor-level emergency lighting. If you have a cloth, put it over your mouth and nose.
 - The National Transportation Safety Board reports that accident survivors are more than just lucky. In interviews with survivors a majority say they familiarized themselves with safety procedures before takeoff.
- The above information and more can be found in the *Consumer Guide to Air Travel*. Write: Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.



**While many
U.S. cities
still have
great
problems,
some have
found the
willpower
and means
to make
downtown
thrive again.**

Revival *of* Our CITIES

By Jay Stuller

BY the late 1970s, the once-magnificent city of Cleveland had earned a dubious reputation as the “mistake on the lake.” A buckle on the so-called “Rust Belt,” it symbolized the decline of Midwestern cities built upon heavy industry, yet jilted by manufacturers gravitating to the South and overseas.



FORSAKE THE MISTAKE
Cleveland's downtown features the \$435 million Gateway sports and entertainment complex. The Rock and Roll Hall of Fame also draws millions of visitors annually.

While business fled, so did Cleveland's people; between 1950 and 1980, population dropped from 914,000 to 570,000.

In 1978, with a rapidly crumbling tax base, Cleveland became the nation's first city since the Depression to default on its loans. Gutted buildings stood silent watch over abandoned business areas. At night, downtown had about as much life as a long-forgotten cemetery.

That was then. Today, Cleveland is about as *now* as an American city can get. Its downtown features the \$435-million Gateway sports and entertainment complex, which includes Jacobs Field, home of Major League Baseball's Indians; from the day it opened in 1994, Jacobs became an instant classic in ballpark design and one of the toughest tickets in the game. Nearby is the

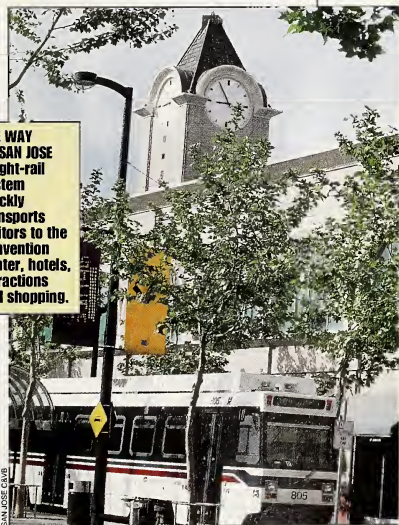
Playhouse Square Center, the nation's third largest performing arts center, while the three-year-old Rock and Roll Hall of Fame and Museum draws over a million visitors a year. Night-life? Even the dead couldn't find much sleep with all the ruckus coming from The Flats, a strip of 50 restaurants and clubs along the banks of the Cuyahoga River in the heart of downtown.

A modern-day Oz on Lake Erie's shores, Cleveland is once again a symbol, only this time of urban revival. *The Toronto Star* called Cleveland's rise, "One of the most remarkable turnarounds of any city on this continent." The Harvard Business School commissioned a case study to figure out just how Cleveland managed to pull it off.

However, the Ohio city is not alone in its reversal of fortune. Among others, Philadelphia, Providence, Rhode Island and San Jose, California, also have refurbished their downtown areas.

Jay Stuller is a big-city freelance writer whose heart and residence are in San Francisco, California.

THE WAY TO SAN JOSE
A light-rail system quickly transports visitors to the convention center, hotels, attractions and shopping.





RHODE ISLAND
The centerpiece of Providence is Waterplace Park, complete with waterways, bridges and a reservoir boasting a lighted fountain and amphitheater.

Revival

of Our CITIES

Magnets for business, tourists and even a trickle of new residents, these Renaissance cities faced similar challenges—and followed similar paths to renewal.

The Essence of Civilization

Of course, many American cities have profound problems.

Wracked by budget deficits and corruption, Miami is on the verge of falling into pieces that would be absorbed into Dade County. Washington, D.C., has such woeful problems with finance, crime and governance that Congress was forced to intervene. Much of inner-city Los Angeles is still inner-city L.A.

And yet, something is afoot. Call it a rediscovery, perhaps, of the financial and emotional benefits that come from dense concentrations of people and activity.

Civilizations have always been defined by great cities—from ancient Rome to Beijing and London. As with urban centers in other lands, American cities developed on the back of commerce and trade. “They grew up around ports, on rivers or near a terminus of trade routes near where raw materials could be manufactured into goods, and which in turn could be efficiently distributed,” says Rich Bradley, director of the Washington, D.C.-based International Downtown Association. “People worked near downtown, lived near downtown, and shopped and found entertainment there.” America was blessed with dozens of vital urban centers.

Things began to change in the early 1950s, due to automobiles, freeways, the growth of suburbs and communications that reduced the need for a concentrated population. “As the U.S. started its transformation from a primarily industrial economy to an information economy,” explains Bradley, “the middle class moved to the suburbs. Business also left and shopping followed, as malls led to the demise of downtown department stores. City centers emptied.”

Well, the poor were left
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THE PHILADELPHIA STORY The city now features the state-of-the-art Pennsylvania Convention Center with its 440,000 square-foot main hall and 1,800 new jobs.

© BRUNNEN/ARND BRONKHORST

LIVIN' LARGE IN THE BIG EASY

*New Orleans
offers mystery,
intrigue, beautiful
architecture,
diverse culture
and jazz—day
or night.*

BY TRENT D. MCNEELEY

VOU want me to do what?" I asked, astonished at what I had just heard.

"Suck the eyeballs out of that Louisiana Lobster," my friend repeated, "that's where all the spice is. C'mon, everyone in New Orleans does it. Don't be a wimp. I've seen you eat worse."

True, I thought. We'd been in the National Guard infantry together for years, and I'd eaten a thing or two on a drink and a dare that I'd rather not think about. We'd only made this trip on a 36-hour pass from Camp Shelby, Mississippi. Who knew if I'd ever make it back again? So, gathering up my intestinal fortitude, I held the little crayfish between two fingers, separated its head from its body, said a quick prayer to the local voodoo queen Marie Laveaux, and began to suck out the eyes.

My gag reflex hit overdrive, attempting to expel the vile matter from my gullet. I choked back hard, swallowing the viscous substance that once granted this little crustacean vision. My own eyes now watering, I could barely see. But above the din of a wandering Dixieland jazz band I distinctly heard laughter growing steadily louder. As my sight returned, I knew I'd been had. My so-called friend stood before me, his body convulsing as he fought back the sobs of pleasure that sprang from my discomfort. I stood, too, but the only part of me shaking was my belly.

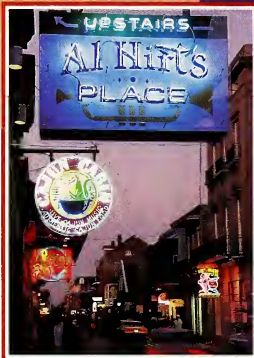
I had become just another victim of a con—albeit a harmless one—in the Crescent City. After all, this was New Orleans. Or rather, “Newaheeyons,” as another friend from nearby Metairie had schooled me.

Legionnaires should expect to experience a variety of unique encounters during their visit to the Big Easy for the 80th National Convention of The American Legion, Sept. 4-10, 1998. When not attending business or official sessions, there are a few places that simply must be seen. But first, there are some important items of note.

Since many will fly to New Orleans, know that the primary airport is about 20 minutes outside of town. Several airlines, including USAirways and Southwest, offer discounts to Legionnaires (see *Legion News*, page 44). The city's official shuttle service, Airport Shuttle, offers service every 15 minutes for \$10 each way to and from the Business District, Garden District and the French Quarter. The airport flat rate for taxicab service is \$21 for up to three people.

Plenty of auto rental options are available, with Budget, Avis and Hertz

Assistant Editor Trent D. McNeeley has sworn off inhaling lobster eyeballs and taking dares.



Small clubs and shops give New Orleans a distinctly cosmopolitan feel.

The spiritual heart of the French Quarter, Jackson Square is a must see—and it's free!

A small admission fee buys you into the city's best jazz in Preservation Hall.



offering Legion discounts (again, see *Legion News*, page 44). But be judicious in your auto selection: while a large vehicle might be more comfortable, a smaller auto will be easier to drive down the somewhat narrow lanes. In town, parking can be scarce at times, with most spaces metered for short-term browsing. Other options do exist, with clean public buses, streetcars and taxicabs.

Expect warm temperatures, with highs in the mid-80s and lows in the 70s combining with high humidity. Count on light rain at least once every three days, with the possibility ever-present for stronger storms. In any weather, native residents always dress well. The most style conscious will wear smart suits, no matter the heat and humidity, and would never be caught in shorts and T-shirts.

On a more esoteric note, to avoid standing out as a tourist, heed a few precautions.



First, let's talk talk. If someone asks, “Where ya at?” they don't really want to know where you are. They're asking, “How are you.” But don't reply “fine” and be done with it. The appropriate response is to return the phrase, “Hey, where ya at?” And forget all the foreign language lessons you ever learned in high school. New Orleanspeak sounds more Brooklynesque than French, in spite of how the signage might read. Chartres Street is locally pronounced Charters, for example.

That should get you started. Now, a natural inclination (or perhaps the ghost of a long-dead Creole queen) draws visitors to the Vieux Carré (French Quar-

bon temps rouler!



➤ **Cajun or Creole, the food always is superb in the Crescent City.**

➤ **The aquatic collection at the Aquarium of the Americas includes its share of oddities.**



© JONAS BERMAN



➤ **Café du Monde, the original French Market coffee stand, offers beignets and café au lait.**

➤ **Beautiful mausoleums create "Cities of the Dead" with some of New Orleans' best-known characters.**



© MICHAEL JACKSON

ter) first, an area of the city bounded by Rampart Street to the North, Canal Street to the West, Esplanade Avenue to the East and Old Man River, the Mighty Mississippi, to the South.

If you have the strength to go a full 24 hours, begin with a good night's rest at one of the many hotels in the Quarter or, better yet, one of the seven hotels lined up to house the Legion departments (you guessed it: look at *Legion News*, page 44).

Wake just before daybreak and partake of some sugar-powdered beignets (hole-less, doughnut-like pastries) and café au lait (scalding hot coffee and

If they've just woken up (or not yet gone to bed), street performers might put on a show for you in the open-air section.

Once the sleep has given way to curiosity, walk along the banquette (sidewalk, pronounced ban-ket) and explore the Square, where you'll find many fa-

milk) flavored with chicory at the Café du Monde in the French Market, a four-block area along Decatur Street east of Jackson Square.

Walking Tour. Keep going on your own, and you'll be lured by the Aquarium of the Americas, the Entergy IMAX Theatre, Flamingo Casino and Riverwalk Marketplace.

When you're hungry for lunch, don't forget to try another point of pride in New Orleans—the food. Be it Creole or Cajun, it's all delicious. For clarity, Creole food tends to be traditionally French or Spanish with lots of sauces, while Cajun tends to be spicier with a country flavor—though these are admittedly very rough definitions.

To select a restaurant, one must first decide if he or she wants to dress to eat

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SLEEP TIGHT ALL NIGHT

Sleep deprivation affects nearly half of all adult Americans, causing many to experience a nightmare of maladies.

By Paul Martin

BEWARE of daylight-saving time; it could be hazardous to your health. Psychologists in British Columbia, Canada, say that the Monday after the spring switch there are nearly 8 percent more accidents than the previous or the following Monday.

Quoted in the April 4, 1996, issue of the *New England Journal of Medicine*, Dr. Stanley Coren reported that people were apparently still sleepy from the lost hour. Further, when they get that extra hour of sleep in October when daylight-saving time ends, accidents drop on the first Monday; the accident rate rises to normal the following Monday.

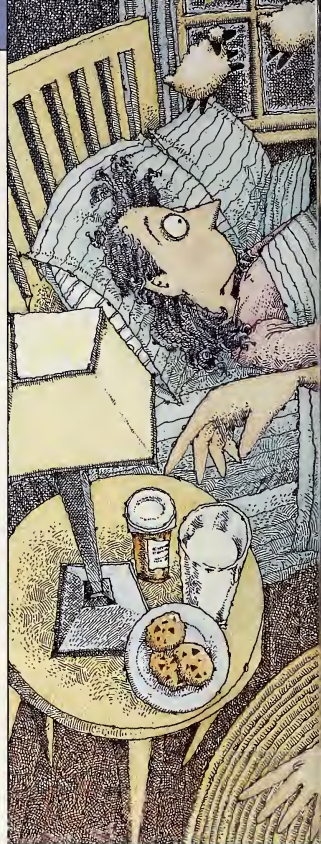
"Sleep disorders take various forms," says Dr. Rosalind Cartwright, a psychologist and director of the Sleep Disorder Service and Research Center at Rush-Presbyterian-St. Luke's Medical Center in Chicago. "I just finished working with Mary, a 38-year-old homemaker, who suffered with horrible

nightmares for 15 years. She had them three or four times a night and would wake up in terror. Her husband couldn't sleep in the same bed with her.

"I taught her to change her dreams, to take charge of them. She made up the dreams, so I told her to make up better endings. I told her the next time she dreamed something bad was happening to make it come out better. She learned to stand up for herself in her dreams and not be passive and afraid. In five sessions she learned to control her dreams, and the nightmares were gone."

"Even the minor difference of an extra hour's sleep can make a major difference in a person's ability to function," says Dr. Peter Freebeck, a board-certified sleep specialist in Hinsdale, Illinois. "For example, the direct medical cost of sleep problems in diagnosis and treatment totals \$16 billion annually. The indirect costs for lost time from work, job-related accidents, inefficient performance and hostility toward fellow employees reaches \$47 billion a year." Freebeck is director of the Hinsdale Sleep Program at Hinsdale Hospital and president of Sleep Relief, Hinsdale.

In the last decade the number of sleep-disorder clinics in the United States has grown to 1,500; 332 of them accredited by the American Sleep Disorders Association in Rochester, Min-



nesota. Sleep deprivation affects nearly half of all adult Americans, impairing memory, lowering alertness and reducing creativity and the ability to speak clearly. It cuts resistance to illness and can even be fatal.

"Forty or 50 years ago people used to sleep nine hours a night, and now they sleep seven," says Dr. Cartwright. "I've treated thousands of patients for sleep problems in the last 20 years. It's a major health problem in the United States. Insomnia is the most common and affects 20 to 30 percent of the population. The second most common is snoring. We all try to do too much in waking life and short-change our sleep. I tell my patients to relax and take the tension level down during the day so that when they get to bed they can relax and sleep rather than working up to the last minute, then jumping into bed with their heads full of worries about what they haven't finished."

Chicago freelance writer Paul Martin is a long-time contributor to this magazine.



A person getting less than seven hours sleep a night is likely to develop long-term health problems as a result of

SLEEP DEFICIT.

who slept five hours.

Drowsiness plays a role in at least 100,000 traffic accidents a year, according to the National Highway Traffic Safety Administration. Lack of sleep contributed to the Chernobyl disaster, the Challenger explosion and the Exxon Valdez oil spill.

In the last few years, melatonin, secreted in the pineal gland, has become a highly-touted sleep potion. In 1996 some 20 million Americans tried melatonin to beat jet lag or to sleep better. Reactions are mixed.

Some users report deep, restful sleep, others say it doesn't help at all.

Studies show that if a person alters his sleep schedule by even a few hours mood deteriorates, and alertness and work abilities are diminished. Shift workers might experience more anxiety and depression.

Thirty-seven-year-old Scott Schiefelbein is a policeman in La-Grange Park, Illinois. "Our shift rotation is every 28 days, and we go the opposite way of the sun. The rotation is roughly four complete weeks, and it takes me up to three or four days to get my body adjusted. There's fatigue and lack of alertness, and I modify my exercise program to fit in with this. Unquestionably, many, many automobile accidents are caused by lack of sleep."

Exercise is good but should be completed at least three or four hours before bedtime because it speeds the body's

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SLEEP DISORDERS

Out of at least 70 known sleep disorders, these are the most common:

APNEA Disturbances in breathing, characterized by excessive snoring.

INSOMNIA Difficulty staying asleep.

PARASOMNIAS Movement disorders such as sleepwalking.

NARCOLEPSY Characterized by excessive sleepiness.

Dr. Cartwright continues, "The biggest warning sign of an oncoming depression is poor sleep that persists from the previous year. If poor sleep persists, the chances of it becoming an overt episode of major depression are very high."

"Teens who sleep a lot do better in school" is the verdict of an article in the *Chicago Sun Times*, Jan. 26, 1997. The trick is to do the sleeping at night.

"Puberty resets the internal biological clock, prompting teenagers to go to bed later and to need to sleep later than younger children," according to a summary of the research in the September 1996 edition of the *Journal of the*

American Medical Association.

High school students sleep an average of 7.5 hours a night, but one in every four sleeps only 6.5 hours. Ideally, teens need about 9.2 hours of sleep each night to be at their best in school, according to Mary Carskadon, a sleep specialist at Brown University.

Research shows that teens who earn As and Bs mainly go to bed earlier than those who earn Ds and Fs. Obviously, added sleep increases energy, alertness and ability to think. In a 1996 study, 10- to 14-year-olds allowed to sleep a full 10 hours a night scored far better on tests of memory, verbal fluency and overall creativity than students

Find Solutions, Lose Rhetoric

IEAHING blame on the Pentagon and VA for past mistakes in dealing with Gulf War illnesses might be fashionable, but it won't help thousands of sick Desert Storm veterans, the chief spokesman of The American Legion asserts.

National Commander Anthony G. Jordan says treating sick veterans and caring for any service-connected disability they incurred are more important now than inter-agency mud-slinging or political maneuvering. He agreed with last November's report by the Presidential Advisory Committee on Gulf War Veterans' Illnesses (PAC), urging the government to study all possible environmental hazards Gulf War veterans encountered during the 1991 war.

"We applaud the PAC's report and endorse its recommendations," Jordan said following the release of the committee's report. "The American Legion has said from the start that no single factor may be responsible for the variety of symptoms reported by thousands of our men and women who served in the gulf. We have to follow where the scientific studies lead.

"After long delays, meaningful research is beginning to examine parallels between symptoms of chemical poisoning seen elsewhere and some of the environmental hazards U.S. and allied troops encountered in the Gulf. Too many sick veterans already have waited too long for help. We must do more—

and right away," he added.

In response to those criticisms, the White House appointed a panel independent of the Pentagon to oversee the continuing research into Gulf War illnesses. The commission, headed by former New Hampshire Sen. Warren Rudman, includes retired Navy Adm. Elmo Zumwalt, the former Chief of Naval Operations who later became a leading advocate for veterans suffering health problems from exposure to Agent Orange in Vietnam.

Since returning from the Gulf, about 80,000 sick veterans have undergone medical exams for complaints such as fatigue, joint pain, intestinal pain, respiratory problems, headaches and flu-like symptoms, among others. When veterans returned with numerous health complaints the Pentagon debunked any suggestion that didn't attribute the conditions to stress and denied that troops' ailments might be linked to exposure to chemical and biological agents. But in 1996 the government admitted up to 100,000 U.S. troops might have suffered low-level exposure to chemical weapons when GIs destroyed a massive Iraqi munitions dump near Khamisiyah in southern Iraq in March 1991.

In its follow-up report, PAC was highly critical of the Pentagon's investigations into possible troop exposures from chemical/biological agents in the Persian Gulf.

MIA Families Sought

The Pentagon is on the lookout for survivors of U.S. troops who did not return from the Korean War, and families' assistance just might help resolve the fates of some MIAs.

"We have just begun to open some doors in North Korea and need to re-establish contact with the families of unaccounted for service members," says Tom Perry, chief of the U.S. Air Force Missing Persons Branch. "As we're able to obtain additional circumstance of lost information or recover remains from North Korea, we'll need to inform the families."

Relatives of unaccounted for Korean War troops are being asked to provide their name, address and the relationship of their loved one to the appropriate service casualty office. Those offices are: Air Force (800) 531-5501; Army (800) 892-2490; Navy (800) 443-9298; Marine Corps (800) 847-1597.

Following agreements with North Korean officials, U.S. military recovery teams have found what they believe are the remains of seven Amer-

icans. One set of remains already has been identified and returned to his family in Louisiana for burial with full military honors.

"We need to know who the primary next-of-kin is to aid in future identifications," Perry says. "We'd welcome any leads family members can give us."

An American Legion representative in October traveled with a delegation of veterans to North Korea. Charles "Chic" Ciccolella, assistant director with the Legion's National Security/Foreign Relations Division in Washington, D.C., visited a joint recovery site and also met with North Korean military and foreign ministry officials.

"While we did not accomplish everything we asked for, this trip represents an opening into this reclusive nation," says Ciccolella. "We hope that these U.S.-North Korean efforts might eventually lead to a greater accounting for American soldiers lost in North Korea and help bring answers to the many questions we asked."

Though polite, North Korean officials brushed aside questions from Ciccolella's group about access to Ameri-

cans living in North Korea. The delegation was denied a meeting with North Korean veterans who might be able to assist in the recovery of remains.

More Vets Eligible

More veterans who served on active duty during the Vietnam War are now eligible to join the ranks of The American Legion.

PL 105-110 expands Vietnam eligibility dates from Feb. 28, 1961, to May 7, 1975. The previous start date was Dec. 22, 1961. "We're pleased to welcome these veterans as potential members into our organization and it is my hope that Legionnaires will actively recruit them," says Kenneth Sercerchi, chairman of the National Membership and Post Activities Committee.

All other Legion membership eligibility dates remain the same: Aug. 2, 1990-present (Persian Gulf); Dec. 20, 1989-Jan. 31, 1990 (Panama); Aug. 24, 1982-July 31, 1984 (Lebanon, Grenada); June 25, 1950-Jan. 31, 1955 (Korea); Dec. 7, 1941-Dec. 31, 1946 (World War II); April 6, 1917-Nov. 11, 1918 (World War I). □

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TRAVELERS flying to New Orleans for the 1998 National Convention on U.S. Airways will receive 5 percent off first class or 10 percent off unrestricted coach fares by calling (800) 334-8644 and mentioning Gold File 82680282.

That discount is good for travel between Aug. 28–Sept. 17, 1998.

U.S. Airways also announced a new meeting and convention program offering even better discount fares for those travelers able to plan in advance. Under this program, passengers traveling on a meeting or convention percentage discount rate who purchase their tickets at least 60 days prior to departure will receive an additional 5 percent off the standard meeting or convention discount rates. Therefore, using the Gold File Number and calling the toll free number

our American Legion family members can experience 10 percent off U.S. Airways quoted rates.

Southwest Airlines is offering a 10 percent discount on most of its already low fares for travel to and from the 80th annual American Legion National Convention. Call the Southwest Airlines Group and Meeting Desk at (800) 433-5368 before Aug. 29, 1998, and refer to Identifier code D3818 to take advantage of this offer. Phones operated Monday–Friday, 8 a.m.–5 p.m. and Saturday 8:30 a.m.–5:30 p.m. Fares are subject to terms and availability.

Getting around the Crescent City is easy with a vehicle from any of three carriers for the 80th National



been set as the following:

New Orleans Hilton
Riverside: Arizona, California, Colorado, Delaware, Florida, Idaho, Iowa, Louisiana, Maine, Minnesota, National Headquarters (includes FODPAL & District of Columbia), Nevada, Rhode Island, Virginia, Wyoming and Utah.

The New Orleans Marriott: Connecticut, Georgia, Indiana, Maryland, Michigan, Missouri, Nebraska, North Carolina, Ohio, Oregon, Sons of The American Legion, South Dakota, Vermont and 8 et 40.

Sheraton New Orleans Hotel: Arkansas, American Legion Auxiliary, Illinois, Kentucky, Mississippi, Montana, Oklahoma, Tennessee, Washington, West Virginia and Wisconsin.

Le Meridien New Orleans: Alabama, Kansas, New Hampshire, North Dakota and South Carolina.

Hotel Inter-Continental New Orleans: New York.

The Monteleone Hotel: Massachusetts, New Jersey, New Mexico and Texas.

The Westin Canal Place: Pennsylvania.

National Convention staff will continue to seek vendors who desire to provide The American Legion with discounted rates on travel, accommodations and more. Keep watching this section for the latest information, check out THE AMERICAN LEGION DISPATCH at your Post, or surf on over to The American Legion on the Internet at www.legion.org. □

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JUST A REMINDER

KEEP sending in those Legion News items. It's always good to hear from our members about what's going on at the Post level. When writing, please bear a few things in mind:

- Space limitations make it impossible to run every item; we receive more than 100 requests each month. Don't forget to send the same information to your Department publications, which might have more room available for reader submissions, and to your Post historian for inclusion in the official scrapbook.

- Photos always enhance a story, but writing on the back with a ball-point pen makes them virtually useless. Please use a felt-tip marker or, even better, attach a separate note. Action shots stand

a greater chance of publication than "grip-and-grin" pictures.

- Because of the high cost of postage and the large number of items we receive each month, we cannot reply to all submissions or guarantee return of materials.

- If an item is accepted for publication, the large backlog means it could be more than six months before it appears in print. Please be patient.

- Make certain you list a contact name(s) and telephone number(s).

Bearing all this in mind, please send your Legion News materials to: THE AMERICAN LEGION MAGAZINE, P.O. Box 1055, Indianapolis, IN 46206. You may also use the above address to request a complete list of guidelines for submissions. □

Convention in New Orleans, Louisiana.

Budget Rental Car Systems Inc. offers discount rates valid one week prior to and one week following the Sept. 4–10 convention. Call (800) 457-8690, refer to Corporate Discount Number (BCD) U053227.

Hertz rental car company offers discount rates good from Aug. 28–Sept. 17, 1998. Use meeting and convention number 40612 when calling toll free (800) 654-2240.

AVIS Rent-A-Car again offers a World Wide Discount Number (AWD) for National Convention. Call (800) 331-1600 and mention AWD No. G343699 for discounts one week prior through one week after the Convention.

Hotel assignments might change, but tentatively have

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NETWORKING FOR THE FUTURE

WHEN The American Legion founded the Citizens Flag Alliance four years ago it was with one intent: to secure passage of a constitutional amendment returning to the people the right to protect the flag of the United States from physical desecration.

The Legion always has championed flag-related causes, with programs taking it right down to teach proper respect and etiquette when dealing with the symbol of this nation.

Different missions, true, but closely entwined to be sure. That's why the Legion and the CFA joined forces earlier this month to educate young people on the need for a flag-protection amendment.

On Oct. 7, Daniel Wheeler, Marty Justis and others at

National Headquarters in Indianapolis went online with the Missouri-based Selective Learning Network. They conducted a 90-minute electronic classroom session about flag protection, with 12 schools actively participating and an estimated 150,000 students nationwide watching.

"We had a truly fast-paced dialogue for an hour and a half," said Lee Harris, public relations deputy director for The American Legion. "After an opening statement we took questions and statements that ranged from extremely supportive to extremely opposed, just as you'd expect in America. The vast majority of the kids, like the vast majority of Americans, agree that the American flag is a nation-

al treasure worthy of protection. Hopefully Congress will listen to the will of the people on this issue," Harris said.

"We have a theme this year at Selective Learning Network," said Mary Frost, president of the company.

"That theme is: What it is to be a good American. The Legion did a tremendous job with the flag-protection issue. It was a tough topic, but [Legion and CFA officials] handled it beautifully."

And the Selective Learning Network will champion the cause itself, conducting a write-in campaign from children to elected officials titled, What the American Flag Means to Me. Frost knows what it means to her, and to her late uncle. As he lay dying from cancer, one of his last requests was that she look after the flag that would

soon drape his casket.

"God gives us situations in life that are meant to be, though they don't always happen at the same time," Frost said. She believes the die was cast for her participation in this effort when Uncle Buzzy told her to take care of his flag. "He said, 'This flag means so much more than telling people I'm a veteran. You must guard and protect the flag, just like I did.' He had the utmost respect for that flag and what it stood for," she said.

The Legion will continue to capitalize on electronic interaction with young Americans in other areas of interest. Legion officials have been invited back for another round or two at SLN. In November, a group of Gulf War veterans gathered to speak about their experiences. Harris expects to help conduct classes on veterans' health care, possibly including the GI Bill of Health. □



Citizens Flag Alliance, Inc.



CHRISTOPHER CHIPELO, a member of the Sons of The American Legion Detachment 1122 in Yonkers, New York, salutes the flag prior to the annual "Pause for the Pledge of Allegiance" conducted each Flag Day on the steps of Dobbs Ferry Village Hall. "You're never too young to learn the pledge and respect for our flag," remarked mayor Donald Marra. Chipelo serves through his grandfather, William Rizzuto, a master sergeant-at-arms for the Department of New York.

COMMANDER CALLS FOR PUBLIC TRUST AT ARLINGTON

WHEN controversy swirled about political contributors being granted exceptions at the nation's most-honored cemetery, the Legion investigated. Last December Anthony G. Jordan, National Commander of the 2.8 million member American Legion, spoke for all veterans.

"Arlington National Cemetery is a national treasure that is sacred to America's veterans, their families and, indeed, to all Americans. It is a public trust. Burial there should be restricted to people who die on active duty, to our most decorated veterans, to people who spent full careers in uniform and to those who left military service with life-long disabilities. Millions of honorably discharged veterans are not eligible for burial in Arlington under these strict criteria, and only in the rarest of circumstances

should those who did not serve in the military be permitted this high honor.

"Waivers should be granted only if they comport with the strictest of guidelines. All waivers should be a matter of public record and be reported to the Congress. The American Legion reaffirms its commitment to work with Congress and the administration to re-examine the eligibility rules for Arlington, especially the waiver process.

"If on-going investigations by the veterans' affairs committees of Congress show that anyone has falsified their military record—especially making claims of war injuries or participation in such valorous exploits as the Murmansk Run—then that person's family should be directed, and they should ensure, that the individual is reinterred in an appropriate final resting place." □

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USS Läckawanna AO-40 #10704
USS Lejeune AP-74 #18530
USS Lexington CV-2 Club #18112
USS Lindbergh SS-279-69) #19777
USS Longshaw DD-559 #17764
USS Ludlow DD-438 #17614
USS Magdoff APA-199 Assn #18059
USS Mahan DD-354/OLG-11/DDG-42/72 Assn
#18312
USS Makin Island CVE-93 & VC-41/84/91
#10884
USS March DE-59 #10364
USS Massey DD-778 Assn #18311
USS McCoy Reynolds DE-440 #18435
USS Menard APA-201 #18184
USS Merritt SSN-594 #18227
USS Mississippi CGH-40 #23419
USS Montague AA-58 #17394
USS Mulphien AKA-61 (all yrs) #28285
USS Murrelet AM-372 (Korea, 51-54) #19356
USS Nimrod CVN-68 Assn #10149
USS Noa DD-341 #23202
USS O'Brien DD-725 (WWII/Korea/Japan) #21597
USS Ogden LST-1 #19237
USS Onida DE-221 #14565
USS Orde/Revenge/Skirmish AM-103/110/303
#12420
USS Osma DE-210 #23248
USS Otter DE-210 #10199
USS Pearl SSN-594 #18227
USS Philippine Sea CV/CVS-47 Assn #28301
USS Phoenix CL-4 #18450
USS Pierce APA-50 (WWII) #18130
USS Platteau SSN-594 #18227
USS Pompey SSN-267 #21234
USS President Monroe AP-104 (WWII/VN)
#19087
USS Prichett DD-561 #17324
USS Ramage DD-110 #21242
USS Ranger CV/CVA-51 Assn (57-93) #17742
USS Redfin SS/SSR-AGSS-27 #10009
USS Remey DD-588 #13066
USS Robins DD-582 #23535
USS Ross DD-563 #10747
USS Rushmore LSD-14/47 #19778
USS Sategar ARS-25 #12670
USS Seaplane Navy #13500
USS Shenandoah (incl VC-78/BB)
Comp Sqs (WWII) #10325
USS Saranac AO-74 #17476
USS Savage DE/DER-386 #20982
USS Seafarer AGS-24 #19063
USS Shearwater (WWII) #20540
USS Silverthorn SSN-679 (all yrs) #19678
USS Skaght AO-565 #17395
USS Smalley AO-565 (WWII/Korea) #17959
USS Solace AS-7 (WWII) #17958
USS Spillcraft AR-24 (WWII-Decom) #20407

USS Sproston DD-DEE-57 #11202
USS Steamer Bay CVE-87/VC-90/93 (incl air grps,
WWII) #30111
USS Steinaker DDH-DD-863 #19636
USS Stearns DD-544 (DESRON, 48) #12876
USS Sussex AKR-213 #17442
USS Swasey DE-248 #10290
USS Sylwassa FFS-2/AKA-44 (incl air det, WWII-
now) #11206
USS Talladega APA-206 #18357
USS Taussig DD-746 #18037
USS Tether CM-5 #17396
USS Thetis Bay CVE-50/LPH-6/CVHA-1 #17725
USS Thomas Jefferson APA-30 (WWII) #10413
USS Thomson DE-203 #18297
USS Thorndike DE-195 #28010
USS Tira SS-516/US Navy Stream SS-243 #19736
USS Tintina AKA-13 #17736
USS USS Valenburgh DD-656 (WWII) #12874
USS Walker DD-517 (DESRON, 48) #12977
USS Washburn KAM-188 #23459
USS Whitley APA-1 (44-54) #21867
USS William T Powell DE-213 #11503
USS Woolsey DD-437 #17583
USS Yukon AF- (WWII) #18594
USS Zantok AG-70 #10778
USNPN-144 (WWII) #22442
VC-61 Photo Sq (49-54) #22124
VC-17 (S-55) #23033
VC-34 Squadron #28290
VC-35 (all yrs) #14441
YMS-407/YMS-24 #17720
YMS-46 #23773
YNG-28 (WWII) #19832
YT/MTT Class Yag Sailors #22114

AIR FORCE

3rd Avn Div Depot Sq (51-53) #11684
5th AF, 54th TCG Wing, 58th TCS #15004
6th Combat Del Sq, Sentry Dog Handlers (Walker
AFB, 60-67) #23757
7th Air Div, 3910th Bomb Grp (Eng, 50-53)
#10110
8th AF, 34th Bomb Grp (H) Assn (WWII) #15026
13th AF, 35th Motor Vehicle Sq (Fursty-siburg,
51-55) #23343
13th Joint AF #22419
14th AF, 5th Bomb Group Historical Assn (WWII)
#23781
17th TCS (S-54) (C-1300 Avionics) #23772
17th TCS (S-54) #23771
19th Air Force, 19th Air Base Sqs (Okinawa/For-
mosa, 54-55) #13398
19th Air Base Grp, 19th Initial Sq (Kadena, Okin-
awa, 53-55) #22663
20th AF, 331st Bomb Grp (Guam) #21164
20th Air Div (Reserv, 48-58) #19247
27th Air Escort Wing, Motor Pool (Bergstrom AFB,
49-53) #30010
58th Fr Wing (Commissariat) #22918
59th Air Police Sq (Burlington, 50-56) #22799
64th Fr Wing, 82nd/328th Fr Ctr Sq, 582nd Air
Wing, 30/2002
66th TRW, 30/2003 TRS (Sibmac, Ger, 54-58)
#15850
75th Air Depot Wing (TX/Korea/Japan, 52-56)
#15053
121st Tail Fr Sq #23423
440th/72nd Sig Bns #22495
442nd Air Reserve #10059
718th CAM Sq #23774
525th Fls (Bibburg & Landstuhl, Ger) #14792
576th Radar Sq (Antioch, AF, WI) #15118
850th ACW Wad Sq (Great Falls, MI/Getty-
burg, SO) #23243
4750th ABW, Air Police Section (Yuma AFB, AZ)
#19187
AKCS Alumni Assn #12465
AFS Onge/RAF Croughn/66 TRW (all sqs,
Fr/Engl) #15017
Avn Cadet Class 44-K (Decatur, AL) #23816
Berlin Airlift Vets Assn #15089
Birkenheader AF Reunion Assn (48-69) #10852
Pilot Class 55-1 (all bases) #22107
RAF Station Manston (all units) #13767

ARMY AIR FORCE

5th AF, 30th Serv Sq (WWII) #16998
5th AF, 417th Bomb Grp "Skylanders" Assn
#12080
5th AF, 478th Serv Sq #23242
5th AF, 5th Sta Hospital #20038
5th AF, 50th Bomb Grp (WWII) #10462
6th AF, 74th Bomb Sq #23877
7th AF, 58th/51st Sqs (WWII) #23547
8th AF, 381st Bomb Grp (H) Mem Assoc (Eng,
WWII) #10245
8th AF Historical Society #12388
8th Photo Recon Sq (WWII) #10738

9th A/F, 394th Bomb Grp, 584th Bomb Sq (WWII)
#15831
12th Tac Recon Sq (all yrs) #18289
13th AF, 5th Bomb Grp (H), 868th Bomb Sq
#15831
13th AF, 5th Bomb Grp (H) #16912
18th Air Depot Grp, Hq/Hq Sq (WWII) Italy, Foggia
Main & North Africa #16932
22nd Fr Bomb Grp (Furstendruck/Biburg, 51-
54) #15815
31st Fr Grp, 307th Fr Sq #23191
45th Air Depot Grp (incl attach units) #11164
58th Fr Sq Assn (WWII) #20443
75th TC Sq (WWII) #18764
86th Fr Bomb Grp (WWII) #15849
319th Bomb Grp (WWII) #23761
325th Fr Grp "Checkertails" (WWII) #22757
380th Bomb Grp (WWII) #30054
409th Bomb Group (Western Region) #23582
421st AAFB (Morac AAFB, CA) #22974
435th TC Grp, Hq Assn (WWII) #16996
435th TC Grp, 80th TC Sq (WWII) #12573
439th TC Grp, 52nd TC Sq (WWII) #15800
441st TC Grp (all sqs) #16967
451st Bomb Grp #18689
483rd Bomb Grp (H) 566th Air Engrs (WWII)
#15904
486th Bomb Grp (H) Assn (Eng, WWII) #16895
494th Bomb (H) Grp "Keller's Kobras" #20847
871st A/B Engr Bn #10322
871st A/B Engr Bn #10322
1901st Engr Avn Bn (Okina, WWI) #11806
Cadets/Inst/CW #19417
Pampa Army Airfield (incl 44-54)
Paraclete Air Base #16946
Poyote Army Air Base #16056
Santa Ana Army Air Base Wing (WWII) #16719

MARINES

1st Mar Div, 1st Rgt, 1st Bn, C Co (WWII) #21297
1st Mar Div, 5th Rgt, 2nd Bn, E Co (Korea, 50-54)
#19361
1st Mar Div, 5th Rgt, 2nd Bn, E Co (Korea, 50-54)
#23779
1st Mar Div, 7th Rgt, 3rd Bn, I Co (Korea-now)
#17173
1st Mar Div Assn (41-now) #10848
3rd/14th Del Bns #23457
3rd/4th Del Bns #21306
3rd Mar Div, 1st Bn, 21st Rgt (Bougainville/Guam/
Iwo Jima, WWII) #23769
5th/14th Del Bns Assn (WWII) #13764
5th Mar Div, 26th Rgt, 1st Bn, A Co (WWI, Korea)
#15836
12th Defense/AAA Bn #17139
Avn Recon Sq (WWII-present) #23178
Mojaev Desert Mar Corps Assn: VMSE-133/236/
332/VNO-254/CASO67 (42-59) #21035
Panama Canal Marines (41-45) #10342
USS Kersarge CV/CVA/CVS-33 Mar Det #23934
USS Missouri BB-63 Marines #10343
VNF (H) AW Sq (WWII, Korea) #18094
VNF/VMA-211 Assn #12431

COAST GUARD

165 Cutler Conroy (Niko/Pandora/Perseus/Thurs)
Triton/Electra/Pokomak #14791
165 Cutler Conroy (Niko/Pandora/Perseus/Thurs)
Hermes/Cassius/Nemesis #14710
165 Cutler Conroy (Argo/Atlantis/Alatanta/
Aurora/Calydon/Cerberus) #17021
Acushnet/Cherokee/Chillico/Comanche/Escapes/Lip
an/Modoc/Ute/Yucon #22181
At Sea Ocean Tug Salvagers #17109
Coast Guard Bomb Vets Assn #17045
Land Station RADSPANY (NMY, all yrs) #23766
USS Belstaff PF-35 (WWII) #10495
USS Brunswick PF-68 #11078
USS Orange PF-43 #12803
USS Racine PF-100 #17050
USS Savage DE/DER-386 #20982

MERCHANT MARINE

USS Peter H Burnett IX-104 #23742

MISCELLANEOUS

American Detenders of Bataan & Corregidor (Nat
Assn) #13480
Civilian Conservation Corps Alumni (CCC) #20418
Civilian Conservation Corps (Camp Raleigh)
#14516
HMCS Ontario (Canadian Navy) #22486
Japanese POWs #23767
Korean War POWs #23568
Mid Atlantic Air Museum (WWII Weekend #22498
Vietnam Vets Inc (Nebraska Chap) #19050

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SIDE OF HEAVEN

Continued from page 20

and was thrown to the deck. He immediately tossed flotation devices overboard for others and finally jumped into the frigid waters of the North Atlantic. He swam toward voices and clung to the side of an inner tube-like doughnut float that held a score of troops, treading water for more than 10 hours. The glassy sea gradually became rough and the waves more intense. Naydyhor was cramped, cold, and wet; his teeth chattered, eyes gleamed wildly with fear. His mind raced, and he was afraid he would succumb.

"I gave death a lot of thought," recalls Naydyhor. "I thought about things I didn't have—a wife, kids.... I sang, prayed, anything I could do to stay alive." Picked up by a Coast Guard ship, Naydyhor was probably one of the last to be rescued. Warned under heavy blankets on a stretcher and in excruciating pain, he would be in an infirmary for 10 days. "I was never a brave hero, but only a very lucky survivor," he recently told me.

On the deck of the sinking *Dorchester*, the four chaplains were demonstrating the meaning of "no greater love." The clergymen consoled and encouraged the frightened men, directed them to lifeboats, distributed life jackets to those who, amidst the excitement and haste for safety, had left their life jackets behind and blessed the terrorized going overboard. When no more life jackets were available, the chaplains, without asking recipients if they were Catholic, Protestant, Jewish, or even nonbelievers, removed their own life jackets and forced them on four helpless, terrified young servicemen.

With arms linked, thoughts turned toward heaven, heads bowed in prayer and hearts joined in faith and sacrifice, the chaplains sank into the freezing waters together.

This was in an era of denominational aloofness and prejudice, little lessened by ecumenical impulses. In fulfillment of military duties, the chaplains cooperatively initiated interfaith activities to keep servicemen in bonds of true brotherhood. In finding it possible to work together, and then by dying together, they displayed before the world that there can be unity without uniformity.

John Ladd, an eyewitness who saw

the chaplains' altruistic act from a distance, commented: "It was the finest thing I have ever seen or hope to see this side of heaven."

The ship sighed, groaned, and listed heavily over on its side after the blow of the explosion. Death filled the air. In 27 minutes, *Dorchester* sank beneath the icy waves. Only 230 men survived to give their accounts. The number of deaths totaled 672—the third greatest single loss of life in World War II—including the chaplains. Actually, there would have been more casualties had it not been for the life-saving efforts of the four chaplains. The valiant victims and fortunate survivors will be long remembered.

At the dedication of the Chapel of the Four Chaplains in 1951, President Harry Truman said: "That day they preached the most powerful sermon of their lives." This is true. If each of the four chaplains had lived to be a hundred years of age, it is doubtful that they could have done anything, or said anything, to equal the magnificence of their actions on that occasion.

The purpose of the annual observance of Four Chaplain's Sunday is not to recall the infamy and tragedy of war and death. The four chaplains deserve recognition and remembrance for their invaluable action, extraordinary courage, immeasurable faith and selfless service on that dark morning in February. The honored dead gave their all. The survivors, all too often unheralded and unintentionally slighted, reverently thanked God that their lives had been spared and that they had been granted a second chance to enjoy life more meaningfully.

Scholars generally contend that the sinking was a monumental event in the military and religious history of our country. The survivors manifested an indescribable bravery in their determined struggle for existence and in their subsequent military service.

Today, we remember the Four Chaplains, capitalized because of their tall courage and unshakable conviction. These four men participated in an unforgettable episode of faith and self-sacrifice. They paid the high price that often is paid so that the principles of justice, freedom and democracy might survive.

For those of us who follow in their footsteps, our task is challenging. It is our turn to carry the torch and catch the spirit, that the sacred fire of freedom will burn brightly in this nation forever.

Indeed, it might just be the finest thing this side of heaven. □

LESSONS

Continued from page 22

They also use The American Legion-produced video kit, *George Learns the Pledge*, to capture the interest of youngsters and explain why it is important to protect the flag from acts of physical desecration.

"We have the unstinting support of educators and administrators," Murdoch says. "We've scheduled appearances again this year in schools and are planning presentations in neighboring school districts and with local Scout troops."

Educating the young and old—and everyone else in between—has been an integral part of our ongoing campaign to secure a constitutional amendment to protect our flag.

With American Legion family members joining forces with other members of the Citizens Flag Alliance, we have forged a strong chain of support of Americans who believe in and desire the only legal remedy against flag desecration. We're at the halfway mark on Capitol Hill in returning this important issue to the American people. The amendment cleared the House last summer and the action now shifts to the Senate.

As you know, we're not unopposed on this issue. Some opponents have honorable intentions and are genuinely concerned over what the amendment is all about.

But there are well-organized and well-financed groups who want to derail the flag-protection amendment, and within these groups are narrow minds who believe they know what's best for America and Americans. They sneer at traditional values, and they cheer when they see those values melt away. Within these conclaves of cynicism echoes an agenda that is much larger than spiking the amendment.

The bottom line is that every single inch of ground we have gained in the flag campaign has been earned—earned because Legion family members know there's more at stake than just protecting Old Glory. So much more. Guys like Larry Palmer, Vince Murdoch and Fenton O'Malley are on the front lines helping to bring us new victories every day in small yet significant ways.

They're teaching our children history, respect and values. They're placing stars in the eyes of our future. □

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AGE OF AGES

Continued from page 26

functionalism of mechanics thus combined with the exciting promise and potential of the internal-combustion engine to produce an irresistible pull."

Young Rickenbacker, a glutton for work and eager to learn, gravitated to the Frayer-Miller automobile plant in Columbus and then to a seat as Lee Frayer's riding mechanic in the 1906 Vanderbilt Cup Race on Long Island, an international racing showcase. The trial runs imposed his first taste of racing. "The sensation of speed brought intense exhilaration," recalled Rickenbacker, a sentiment that would be endorsed by generations of young hellions to come. Engine trouble ended their run in the elimination round, but Frayer's calm acceptance imparted a lasting lesson: "Try like hell to win, but don't cry if you lose."

By America's World War I entry, Rickenbacker's win in the 300-mile Independence Day race at Sioux City, Iowa, and a world record—134 mph in a Blitzen-Benz at Daytona Beach—had secured his fame and fortune.

Rickenbacker volunteered and drew a posting as a staff driver for Col. William "Billy" Mitchell, America's chief advocate of military aviation. One of Rickenbacker's friends—that he would rather have a million friends than a million dollars was a Rickenbacker mantra—secured his assignment to flight school, and a physician friend moved his birthday up two years to qualify the 27-year-old Rickenbacker for pilot training.

In at least 50 encounters under fire, Rickenbacker gained 26 aerial victories as a member—and later commander—of the 94th (Hat in the Ring) Aero Pursuit Squadron. Like many aces, he preferred hunting alone, and on Sept. 25, 1918, challenged seven German fighters, downing two. The Medal of Honor he earned that day caught up with him in 1930.

After the war, Rickenbacker targeted his celebrity and mechanical expertise on the auto industry. The Rickenbacker Motor Co. manufactured a six-cylinder, mid-priced sedan that sold well initially, but the firm failed in the mid-1920s—partly because Americans perceived the idea of brakes on the front wheels as well as the rear a hazard rather than an advance. At 35 and a quarter million dollars in the red, Rickenbacker

refused to declare bankruptcy and soon honored his vow to pay his debts.

"I was not ashamed and not afraid," he wrote later. "Failure was something I had faced before and might well face again.... Here in America failure is not the end of the world. If you have the determination, you can come back from failure and succeed." He rebounded in 1927 to purchase the Indianapolis Motor Speedway. Rickenbacker's regime built up the facility and its tradition until it closed for World War II after the 1941 race.

In 1938 he joined a small New York-to-Florida carrier, Eastern Air Transport; he retired in 1963 as chairman of Eastern Air Lines, then one of America's premier companies.

Rickenbacker, a charter member of The American Legion, considered it "one of the greatest honors of my life" when in 1964 he was named honorary president of the Society of American Legion Founders. A member of Wall Street Post 1217, Rickenbacker served on the Military Affairs Committee and later as chairman of the Legion's National Aeronautics Committee.

Uncle Sam could find no better spokesman during World War II than Rickenbacker. He deflected Lt. Gen. Henry H. "Hap" Arnold's offer of a general's slot in the Army Air Forces but could not refuse Secretary of War Henry Stimson's plea to become a special envoy and trouble-shooter. That committed him to inspection tours of U.S. air bases around the world.

During a November 1942 circuit of Pacific bases, the B-17 carrying Rickenbacker and seven others ran out of fuel and ditched. The party spent 24 days on survival rafts, which did no harm to his image as one of the indestructibles. He also undertook fact-finding missions to England and Russia, and, at war's end, returned his energies to aviation in general and Eastern Air Lines in particular.

The life of that skinny boy who flew before—though less successfully than—the Wrights spanned the heroic age of aviation, from Kitty Hawk to Tranquility Base. Eddie Rickenbacker's acceptance of Stimson's challenge during World War II suggests the measure of the man.

"I have worked hard and lived under pressure since I was a boy; I always have, and I always will. My personal reason for going on these missions, indeed, the foundation of my life, can be summed up in one sentence: *Men grow only in proportion to the service they render their fellow men and women.*" □

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LEGIIONNAIRES IN ACTION

EAGER DALE Post 81 of El Dorado, Kansas, hosted 16 elementary school students from Los Angeles as they rededicated their airport in the name of Capt. Wilbur J. Thomas, one of the leading Marine Corps aces of World War II.

Dorothy "Dot" Slamin Hill was honored by **Joseph F. Hill Post 156** of Waltham, Massachusetts, for 50 years of leadership of the Post band. National Commander **Anthony G. Jordan** and **PNC John P. "Jake" Comer** participated in the ceremonies.

Guam Mid-Pacific Post 1 of the Department of Alaska donated \$1,000 each to Saint Dominic's Senior Care Home and Catholic Social Services.

Garden Spot Post 56 of Lititz, Pennsylvania, has installed six flag poles at a cost of \$2,500 each. Plans call for installation of eight more at area nursing homes, borough buildings and churches.

Gold Star Post 191 of Mount Airy, Maryland, continues to work with area restaurants to have the U.S. Flag flown at their establishments.

Lawrence E. Meidl Post 270 of Butte, North Dakota, honored winners of the bi-annual Get Out the Vote Poster and Slogan contest. Department Commander **Jerry Salvesson** and Secretary of State **Al Jeager** presented awards to **Juliana Ogren**, **Nichole Bennett**, **Jana Linderman** and **Rachel Boozenny**.

Sharpe General Depot Post 632 of Stockton, California, hosted a dinner for all police K-9 units in the county, raising money for local law enforcement activities.

Sherwood Brothers Post 1152 of St. James, New York, joined with Legionnaires from other Posts in Suffolk County to honor World War II and Korean War ace **Francis Gabreski (USAF, ret.)**.

Schopp-Ewing-Nispel

Post 243 of Plymouth, Nebraska, continues its giving ways, providing wheelchairs, walkers and crutches to veterans in need, in addition to their support of long-standing Legion programs.

Post 245 of Boca Raton, Florida, strives to reach young people and educate them about war-time history. Legionnaire **A. Edward Wilen** arranged a visit by local middle school students to The Wings of Freedom tour where they learned about aircraft and the people who flew them in World War II.

Post 186 of Spring Hill, Florida, received a plaque from **Commodore John Barry Post 3** in Galway, Ireland, in thanks for Post 186's donation of American flags to be placed on the graves of American soldiers buried overseas.

Post 224 of Ticonderoga, New York, dedicated the Ticonderoga Veteran's Memorial. Post Commander **Patricia Carroll** recognized the work of all area Legionnaires in erecting this tribute, particularly chairmen and past Post Commanders **Charles St. Andrews Jr.** and **Ernest M. Carroll**.

Roswell McDaniels Post 407 of Hammondsport, New York, dedicated a fieldstone monument at Pleasant Valley Cemetery honoring veterans of the wars of the 20th century. According to Post Commander **Larry Smith**, instrumental in this endeavor were Legionnaires **Richard Sprague**, **Tom Morrell**, **Gary Gar-**

HE WANTS YOU!



TILFORD SALYER plays Uncle Sam at the Kingsport, New Jersey, annual Independence Day parade. Salyer, a member of **Hammond Post 3**, has received commendations from city officials for his work during the last 40 years.

diner and **Richard Yartym**.

Post 12 of Norwalk, Connecticut, conducts a Veteran of the Month program with a ceremony honoring fallen heroes the first Sunday of each month. Department Historian **E. "Mitch" Meccio** says a flag raising takes place, usually with the assistance of local Boy Scouts and ROTC cadets.

Walter H. Burt Post 30 of Albany, Georgia, worked with other local organizations to bring back a Memorial Day parade after a hiatus of more than 20 years. Past Commander **G.C. Croft** hopes the event will educate children and adults alike about veterans, patriotism, the flag and discipline.

Post 128 of Teaneck, New Jersey, donated \$100 to the local police department to buy Christmas gifts for the needy. Members donated an additional \$100 to the fire department to purchase winter clothing for the less fortunate. Finally, they donated \$200 to a local veteran's wife to replace the wheelchair stolen from her. □

MEMORIAL UPDATE



When the World War II Memorial finally breaks ground on the National Mall in Washington, D.C., it will be in large part due to the efforts of these people. **National Internal Affairs Commission Chairman Herman G. Harrington**, at far right, meets with (from left) **Chaplain David White**, president of the **Military Chaplains Association of the USA**; **Rep. Marcy Kaptur**, D-Ohio; former Senate Majority Leader **Bob Dole**; **Wayne Hitchcock**, national president of **American Ex-Prisoners of War**; and **Jack Kennedy**, national president of **Navy League of the U.S.**

Virtuous Patients

By Lloyd M. Krieger

I AM a surgery resident. As part of my training I work at a VA hospital. It is popular among residents to bad-mouth the VA. The facilities are old. The staff can be government-style surly. It is hard to get things done. But while my work rotates me through all sorts of hospitals, my job is never quite as rewarding as when I am at the VA.

I'm not really sure what makes the VA unlike any other kind of hospital. Maybe it's the patients. They are among the most grateful around. When I am weary at the end of a 36-hour shift, I always seem to run into a vet who looks at me and says "Thanks, Doc." That's unusual in this day and age. The patients stick together. The VA is understaffed, so often it is the doctor's responsibility to transport patients for various tests and procedures. If I'm too busy to wheel a patient down to radiology to get a study, I find a healthier vet patient in the next room. I introduce him to my patient and ask him to give the guy a hand. Before I leave the room, they are swapping Army stories. My patient always gets the help he needs.

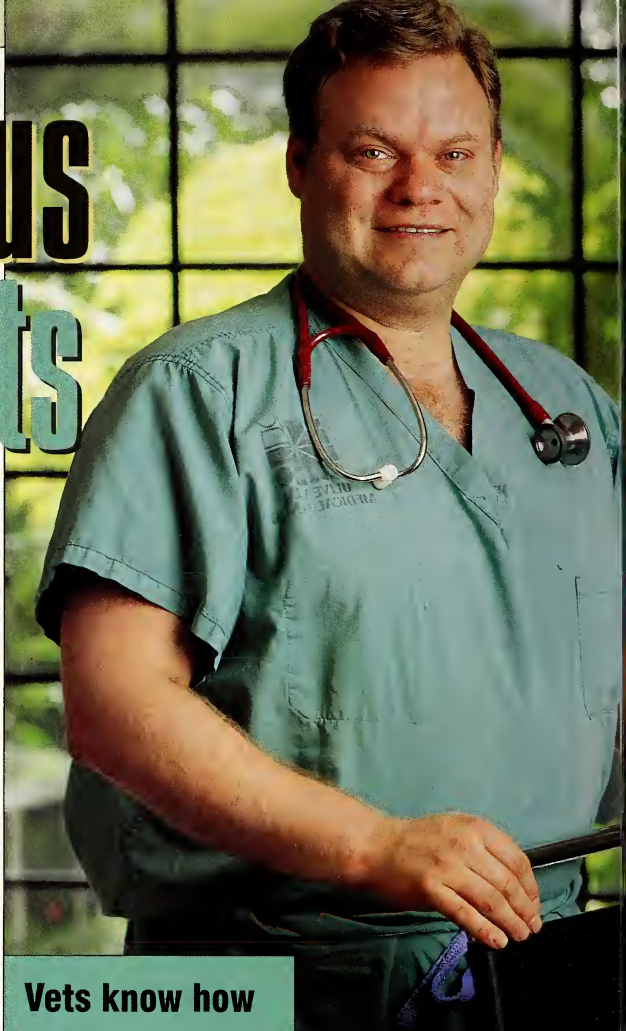
Once I had a patient take a severe turn for the worse during the night. I was at home when I got the call. It took

Dr. Lloyd M. Krieger is a resident at the West Los Angeles VA Medical Center.

Vets know how to take care of their own, and they won't let a financial crunch bring them down.

me 10 minutes to get to the hospital. When I arrived, I saw a room filled with people including two doctors, a medical student, three nurses, a respiratory therapist—and four other vets. These men were sick themselves. They heard the commotion and came to lend a hand. They gathered the supplies we needed gathered and called the people we needed called. You will not see that in the average community hospital.

Maybe the VA's uniqueness comes from its people. The VA where I work is staffed by old-time VA doctors, some themselves veterans of Vietnam, Korea



'My job is never quite as rewarding as when I am at the VA.'

would order a fancy blood test or X-ray, the chief of service stares at him three inches from his face—like Patton might have—and barks “Yeah, but what are you going to do to save the patient?” I learned more about taking care of my patients during those Friday morning sessions than from all of my other didactic and clinical lectures. Commonsense medicine taught by commonsense doctors. That’s VA medicine.

Maybe the VA’s secret springs from its culture. I drew duty on Veterans Day last year. A party at the hospital featured an old-style USO show with coffee and cake, a “top banana” comedian as master of ceremonies, singers and the Raiders football team cheerleaders—the Raiderettes. They danced. One did magic. One sang. One told jokes. They answered questions from the audience. It seemed every patient in the hospital had made it to that crowded basement auditorium. Some were young, some were old. Some were in wheelchairs, from old age or limb-destroying war injuries. And they all loved the show.

Make no mistake. The VA is a government institution. The paperwork is staggering. Important things often seem impossible to get done. There are committees of every sort. Memos abound. There are rules for how to do things, how not to do things and how to administer the rules. My patients might have landed on Normandy beach to win World War II, but I have won my own share of battles. I once got a patient an MRI scan on a Saturday night.

Oddly enough, part of the VA’s strength is its bureaucratic maze. We who work there share a common mission to help our patients. Doctors, nurses and staff must jump hurdles and massage the system to get that done. It becomes a game. We give nicknames to the forms we must fill out. Shortages force us to be creative and pool our problem-solving skills to get the patient what he needs. We know that X-rays will surely be lost in the file room if not read immediately, so we read them immediately. The adversity of the system unifies us and gives us a small sense of the esprit de corps that our patients shared on the battlefield.

The VA system faces terrible challenges these days. There are movements to cut health-care and government spending. That makes VA hospitals a double target. There

have been cutbacks that make things hard on doctors, nurses and patients. But the VA will survive. The vets know how to take care of their own, and they won’t let something as mundane as a financial crunch bring them down. When these men were in uniform, their mission was to defend their country. Now their mission is to help their fellow vets.

The VA has organized groups to help its patients. There is The American Legion and the Military Order of the Purple Heart. There are Jewish, Catholic and Protestant veterans leagues. There is a Veterans of South-east Asia organization. Many groups have offices right in the hospital. They organize events and offer vets a hand when they are sick. They bring in volunteers to read to blind patients. They come around with books and magazines. They organize card games. I can’t point to a controlled study in a medical journal, but I am certain that such camaraderie and support helps my veteran patients get better faster than they otherwise would.

Being a resident is hard work. The hours are long, there’s not enough sleep and the pay is bad. But if you’re going to work hard, you might as well do it at the VA. One of my patients is taking me to next week’s USO bingo night. □

Editor’s Note: *The American Legion also participates in the VA Voluntary Service, and thousands of Legionnaires are active participants.*



UNDERSTANDING Many VA physicians are military veterans. These no-nonsense professionals are dedicated to making their patients well and teaching their younger colleagues.

and World War II. These are no-nonsense doctors out to make their patients well and teach some young colleagues along the way. Every Friday they gather the residents to discuss cases. No esoteric discussions of new-fangled technology or techniques here. No slides on a screen in a darkened room. No hand-outs of obscure journal articles.

We gather in a circle. A senior resident presents an actual case. An attending surgeon moderates. We go around the circle and say what we would do to treat the patient. The object is to save the patient’s life. If someone says they

THE ART OF CONCENTRATION

You say your mind is always "elsewhere"? These simple tips will help you bring it back to where it needs to be.

By Robert McGarvey

STAR athletes definitely know they'll flop without it. So do marksmen, chess players, pianists, writers—you name it. Whatever the task, it takes intense effort. In the old days they used to call it concentration; today it's frequently known by the buzz words—*staying focused*.

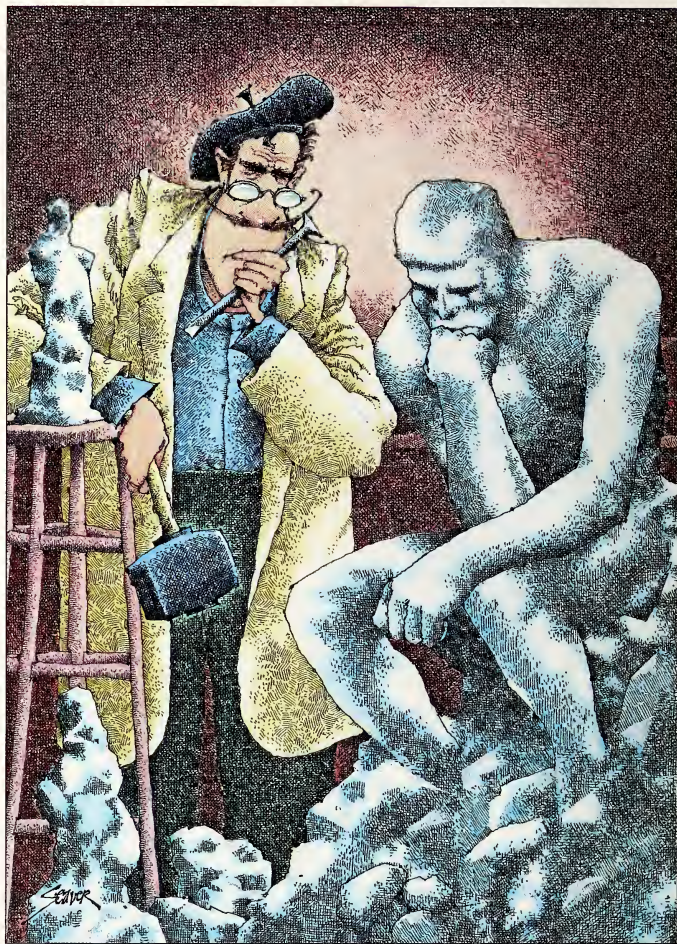
"It's a critical performance skill," says Keith Henschen, a sports psychologist at the University of Utah. "When we're concentrating, we're powerful. We get things done."

Everybody has had moments when suddenly the mind is fully invested in a task—when we're locked on the important and the irrelevant is, well, totally irrelevant. As Boston Red Sox pitching ace Roger Clemens admits, "not even my wife likes me on days I pitch. I tend to shut out everything and everyone."

But that's a large part of how you get to be a Roger Clemens. Indeed, it's when you don't stay focused that the real problems start. Eyes lift off the road and accidents happen. If you half-read the instructions before hooking up the VCR to the TV, don't be surprised if there's a blizzard of snow in your den. Think about tonight's bowling while repairing a carburetor and don't be surprised if the car later refuses to take you to the bowling alley.

Unfortunately, lack of concentration is more the rule than the exception. "It is amazing," says University

Robert McGarvey is a freelance writer based in Venice, California.



of Chicago psychology professor Mihaly Csikszentmihalyi, "how little effort most people make to improve control of their attention. If reading a book seems too difficult, instead of sharpening concentration, we tend to

set the book aside and turn on the television."

The good news is that concentration isn't something we either have or don't have. "I've never found a person
Please turn page

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The Art Of Concentration

who could not improve his concentration skills," says Henschen. "The key is to try. When we try to improve, we do."

Learning to concentrate entails, first and foremost, understanding what concentration isn't. It shouldn't be "painful, difficult or strained," says Tim Gallwey, author of *The Inner Game of Tennis*. Nor is it necessarily a furrowed brow, a squint, or a clenched jaw. Gallwey continues, "Notice the absorption of children at play and you will see a beautiful example of what concentration is. Many people are under the impression that you have to be serious to focus the mind, but having fun is actually conducive to concentration."

Next, know the roadblocks to improving one's concentration. Some sure-fire impediments are insufficient sleep, eating too little (or too much) and playing loud music. And don't overdo your efforts. Excessively prolonged concentration will snap of its own weight, according to research conducted by Raja Parasuraman. Parasuraman says the best way to confront especially tense projects is through 35-minute work sessions with five-minute breaks.

Of course, all of these factors affect individuals differently, so the key is to know and honor your own personal tendencies.

Once the negative preliminaries have been disposed of, you can turn to the following positive steps:

Follow your interests. "We won't concentrate if we're not interested in what's happening," says San Francisco sports psychologist Bob Kriegel. When lukewarm interest is the problem, you must either take steps to bolster enthusiasm—a looming deadline is a marvelous concentration booster, as the millions of April 15 tax filers know—or simply hand the job off to somebody better suited to it.

Set goals. Without them, it's hard to even know where to direct attention, says psychologist Bobbe Sommer, who has made videotapes on goal set-

ting. "Once we have a goal in mind, it's incredible how much better concentration gets." A bonus, says Sommer, is that goals "immediately up our interest. If doing so-and-so is a personal goal, we invest attention accordingly."

Break projects into bite-sized chunks. A quick way to kill concentration is to tackle too much: We try to mind the kids while we're catching the 6 o'clock news and doing a crossword puzzle. The typical upshot? A lackluster performance on all counts. "Simplify and separate your tasks," says psychologist Daniel Goleman. "Arrange them so you can do one thing at a time."

Develop personalized rituals.



'Learning to **concentrate** takes discipline. In the beginning, we have to **will ourselves** to focus.'

Nobody wants to fall into ruts, but when stakes are especially high, preparatory rituals go a long way toward putting the mind on the rugged work before us. "Some surgeons say that on the mornings before an important operation, they put themselves on 'automatic pilot' by eating the same breakfast, wearing the same clothes and driving to the hospital by the same route," says Csikszentmihalyi. "They do so not because they are superstitious, but because they sense that this habitual behavior makes it easier for them to devote their undivided attention to the challenge ahead."

Many of us already follow unconscious rituals. We may put on certain clothes and lay out tools a particular way before tackling a formidable home repair. And almost all of us have favorite clothing we wear to high-anxiety meetings (for example, job interviews). The rituals can even be silly, like screening a cherished *Three Stooges* episode on mornings when a hard day looms. The precise formula isn't important, says Csikszentmihalyi, so long as it alerts your mind that the time is at hand for peak concentration.

To those seeking *truly* high-octane concentration, exercise can be the answer. "Exercises can strengthen concentration, just as they strengthen muscles," says Henschen, who devised three-week training programs for Olympic hopefuls.

In week one, your task is to daily read a book for 10 minutes. "Really read it," Henschen emphasizes. Enlist a family member to test comprehension down to the finest points. During week two, you keep reading the book, "but now add a talk-radio program in the background. You can concentrate on both, so be prepared to relate in detail what happened in each medium. In week three, the ante's upped by adding television.

Says Henschen, "This exercise teaches us we can maintain intense focus and, if you do it for three weeks, you will notice a difference in your ability to concentrate."

Of course, there is a pessimist inside all of us to get focused on the wrong thing: "Concentration can also work

against us. It's called expectancy theory," says Henschen, who reminds us of what happens to the bowler who cannot take his eyes off the gutter or the golfer who intently studies the rough. "You know where their balls will land."

Sports psychologist Saul Miller, who worked with the New York Mets and Los Angeles Rams, offers an antidote. "The key to positive focus is simple: Find your groove and stay in it. Don't let negative thoughts get in the way. Watch the top PGA golfers and what's most impressive about them is how unaffected they are by a bad shot. They do not get rattled. On the next shot, *bam!* They're back on their game."

A few words concocted to put your focus back where it belongs can help you recover from a poor shot. It can be: "Three deep breaths and I'm back on track" or, "I can do it!" The exact words don't matter very much, so long as they do the job for you."

"Concentration is the supreme art," assures Gallwey. "No art can be achieved without it. But with it, anything can be achieved." □

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AT HIGH RISK

Continued from page 31

safety. They discovered corporate philosophy makes a difference. And they discovered that airlines will spend money to buy lobbyists and make huge campaign contributions before they invest in needed safety equipment.

In the past, even if they realized the differences among corporate philosophies, many people would still board obviously decrepit planes, flown by obviously novice pilots, usually because "they could get a good deal."

I talked to people about how they made their choices. "Yes," they would say, "I noticed the plane was a junk heap, and I know they are not putting much money into keeping it up or paying good staff."

"So why did you get on board?" I always asked.

"Because they wouldn't let them fly if it wasn't safe," was the answer I always got. "Who are they?" I asked.

"You know, the government."

They, the government, have been held responsible in whole or in part for over 200 accidents that killed more than 1,000 people in the last decade. The FAA was forced to admit FAA certification means only that the airline has met the bare minimum of safety, if that. What a carrier does above and beyond largely determines safety, and that is entirely up to the airline. So ineffective is FAA inspection and enforcement that the Department of Defense re-evaluates airlines before it allows soldiers to board and has not allowed Defense Department personnel to fly some commercial carriers the FAA has OK'd—including ValuJet before the crash. The Interior Department also has rejected operators for the Forest Service that the FAA approved for the unsuspecting public.

If the airlines won't put safety first, and the government doesn't put safety first, does safety sell on Wall Street? Surely an airline's value should fall if it flies "tired iron" or "wet leases" junkers with pilots so new the ink on their licenses is also wet. That theory of market policing was all wet, too. I asked people on Wall Street about how safety, maintenance and age of the planes affected their decision. Most had little or no knowledge or interest in such subjects. You, too, might have noticed that with the exception of ValuJet, where a number of us had to speak out very forcefully, most of the time after a crash

the airline's stock experiences only a short drop. The airlines are insured. There is practically no impact on stock prices, except in highly publicized enforcement action, like grounding, which the government is loathe to do.

In essence what airlines now sell is time. Not safety, not a seat on a clean modern plane, but putting you at your destination when you want to be there with whatever can be catapulted into the air. Alfred Kahn, who is credited with being the father of aviation deregulation, said he did not know anything about airplanes. "They're just marginal costs with wings." The trouble is, some in the airline business seemed to believe him. He is wrong. Sadly, the damage was done to the aviation system before we saw it. Even Kahn would later admit he failed to anticipate the destructive effects of deregulation.

There is still time to recover from the tailspin. Remember Economics 101? You know, guns or butter, an informed consumer will make intelligent choices and drive the market with desirable forces. The key word is "informed." Unfortunately, safety information was actively hidden from the consumer by the government. The Federal Aviation Administration has refused to ever again rate the airlines on safety as it did just once in its history, in May 1996, a week before the ValuJet crash. What did the ratings and ranking reveal? That ValuJet and two other carriers dominated the accident statistics.

NASA, Boeing and the FAA, among others, have predicted that in approximately a decade the accident rate will mean one major airliner crash a week. That translates to a casualty rate worse than in Vietnam.

But it will never happen, not because the statistics are wrong, but because they misunderstand the flying public. If the accident rate climbs much from where it is now, even to an accident a month, people will stop flying. There will not be a major airliner disaster a week, unless carriers choose to crash empty planes.

WITH open skies agreements, the *quid pro quo* means there will soon be no national boundaries, at least as far as aviation is concerned. Aside from the obvious defense implications, that means the roles of individual governments and their safety oversight agencies will greatly diminish, already a reality for the European Union. Even with our safety flaws, I hope we are still at the top of safety. As one FAA official likes to say, off the record, "We

are in the top 10." But we do not inspect other countries, nor they us.

By 2000, 40 percent of our domestic airline fleet will be more than 20 years old. And 20 years is what airplanes are designed for—their economic life. After that they experience more maintenance, more problems, and inevitably more accidents. No planes fly forever. Foreign fleets by comparison are surprisingly youthful. There are, of course, instances where that youth is by virtue of government subsidies, or an expensive domestic-route system that feeds international operations. Nonetheless, Americans and other passengers will turn to foreign carriers where they can get comparable rates, newer planes and better safety records.

We will lose the best business and defense advantage in modern history. Aviation is time, and time is money. We will lose our edge—not because of safety standards and regulations, but because of the loss of them.

NONE of the following will cost the taxpayer a dime. First, we have to rearrange and re-orient our government safety agencies. The independence of the National Transportation Safety Board must be strengthened and enhanced. If the FAA fails in timely actions on vital safety recommendations, then the NTSB should have the authority to propose new regulations. The FAA needs to be divested of two functions—air traffic control and security. Air traffic control can be a quasi-governmental corporation, and security is a law-enforcement function better performed by a law-enforcement agency.

Second, partial re-regulation to achieve a more rational and viable rate structure is necessary because the current free-for-all is actually anti-competitive for many cities, communities and industries.

Third, 94 percent of crashes happen at or near airports. Yet we allow endless expansion without sufficient safety studies to ensure accidents can be prevented. Whenever new airport or airport expansion funding is obtained, 15 percent must be earmarked for safety research and improvements.

Fourth, passengers must have new rights—rights to know the safety records of carriers, the age of the plane they are booked on, whether that plane and the airline has maintenance and safety waivers or has been grounded. If they don't get those rights from U.S. carriers, they will find them elsewhere.

Safety sells, and after the turn of the century, it will be a hot commodity. Let's hope there's an ample supply. □

SLEEP TIGHT

Continued from page 41

metabolism and that can keep the individual awake.

"Exercise is extremely important for a person who has sleep problems," explains Monica Zecher, fitness director of the Rich Port YMCA in LaGrange, Illinois. "Exercise will tire the muscles, relax the body and relieve anxieties and stress so that a person will be far more relaxed when trying to sleep. We've had many people who came here complaining of sleep problems, and after exercising regularly they reported sounder sleep and better energy throughout the day."

What about sleeping pills? According to Information Resources Inc., in 1996 Americans spent \$2.4 billion on prescription sleeping pills and more than \$100 million on over-the-counter sleep remedies.

Sleeping pills can help you sleep, but you'll probably feel groggy the next day. Also sleeping pills are only effective for a few weeks. One of the problems with them is that there is a rebound effect with some of the prescription drugs so that if they're discontinued the user feels anxiety and has a greater problem sleeping than before starting the pills.

The treatment at sleep-disorder clinics varies. At the Stanford University Sleep Disorders Clinic in Stanford, California, they might treat conditions with medications or require a change of sleep-waking habits. In other cases, stress-reduction therapy, stress psychotherapy or behavior modifications could be selected as the best solution. For some individuals, surgery could relieve severe respiratory problems during sleep.

At Stanford, the costs begin at \$264 for an initial evaluation. Evaluating a patient in a sleep laboratory throughout the night and perhaps in daytime naps costs \$2,169. Ambulatory monitoring, in which the patient wears a portable monitor to record respiratory patterns, heart rate, temperature and physical activity for a period of up to 24 hours in the usual environment costs \$567. The charge for MSLT (daytime testing) is \$721. Insurance will cover some of these tests.

For better sleep the American Sleep Disorders Association offers these suggestions:

1. Avoid caffeine within four to six hours of bedtime.

2. Avoid the use of nicotine close to bedtime or during the night.

3. Do not drink alcoholic beverages within four to six hours of bedtime.

4. While a light snack before bedtime can promote sound sleep, avoid large meals.

5. Avoid strenuous exercise within three to four hours of bedtime.

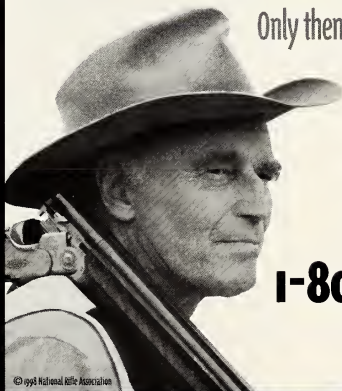
6. Minimize light, noise and extremes in temperature in the bedroom.

To find a sleep-disorders program check the Yellow Pages or contact the American Sleep Disorders Association, 1610 14th Street N.W., Rochester, MN

55901 with a self-addressed, stamped envelope; or try the Internet at <http://www.asda.org>. It might change your life.

As Ginny McKibben, a reporter with the *Denver Post* notes: "I can't imagine working without enough sleep. Most of the time I sleep really well, about seven or eight hours a night, and on the infrequent times when I don't sleep well I can tell it the next day. I work a stressful 50 hours a week as a legal affairs reporter. I have to be energized and alert to do my job, and a good night's sleep is where it begins." □

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REVIVAL OF CITIES

Continued from page 36

behind. But without a business tax base or middle-class consumers to support them, these centers began to collapse. And America began to lose something special.

Managed Environments

Just as commerce drove the rise and decline of American cities, economic forces are again behind today's urban revivals. "Cities are recasting their economic bases," says Bradley. "Information is now a prime commodity. Banks, insurance companies and operations that trade in information remain in cities."

What's more, there's business opportunity in generating greater exchange, especially if one views information as more than computer data. "Convention centers attract people who trade information during meetings and over meals," says Bradley. "And if you're drawing conventioners, you also need hospitality businesses such as hotels and restaurants, and entertainment facilities, for concerts, sports, arts and culture."

Like convention centers, downtown stadiums and arenas also are anchors that generate business for restaurants and hotels. "These amenities then draw tourists," says Bradley, "who come to the city for experiences that you can't find in the suburbs. There's an inherent cultural and social value to a downtown."

However, one cannot merely build magnificent structures and expect people to come—at least more than once. What renaissance cities have learned, says Bradley, "is that they must *manage* the environment. It's what the folks at Disneyland have known for years. People want to feel as if they're visiting places that are clean and safe."

Since most cities are still on tight budgets, this final element comes thanks to the rise of "business improvement districts," or BID's. Funded largely by the private sector, BID's back marketing, advertising and retail development programs.

They also pay for the "management," including policing and cleaning services that make formerly fearsome streets feel safe.

For America's renaissance cities, the process hasn't been swift or easy. "A revival requires public and private-sector leadership," says Charles Webb,

the Greater Cleveland Growth Association's vice president for economic development. "You need a clear vision of what's wanted. And you need resolve to carry on with projects that might not show results for 10 years or more."

Following—albeit in brief—are the tales of four renaissance cities that share those ingredients:

The Philadelphia Story

Like most industrial cities in the years following World War II, Philadelphia lost its share of manufacturing jobs, middle-class residents, retail sales and productive office-space tenants. "Although the city did a wonderful job on redevelopment during the 1950s and 1960s, it wasn't long ago that we were on the verge of bankruptcy," says Paul Levy, executive director of Philadelphia's City Center District, a private-sector organization committed to making the downtown area of America's fourth largest city clean, safe and attractive. "The vitality of the downtown was really starting to show the effects of those trends."

Enter Mayor Edward G. Rendell, an advocate of business-tax relief and job creation, yet who has just nudged his city through its fourth straight year with a budget surplus. Enter too the CCD, which serves an area that roughly covers William Penn's three-square-mile historic town. Since 1991, it has shown that small touches can make an enormous difference in a city's revival.

Property owners voted to fund the CCD through mandatory assessments. With its own employees, the non-profit uses that money to supplement municipal services, including maintenance, public safety and hospitality services. Says Levy: "We work hard to manage the environment."

Indeed, uniformed CCD employees routinely clean public sidewalks each morning, and sweep several times a day. Another team wipes out graffiti before the paint can dry. Well-trained "community service" representatives augment patrols by Philadelphia police. Colorful banners, plants and trees enliven the streets.

As a result of such grace notes, the CCD is now a prime destination for tourists, conventioners and suburban visitors. The city now features the state-of-the-art Pennsylvania Convention Center, which opened in 1993 with its 440,000 square-foot main hall. The center created 1,800 new jobs, 86 percent of which are held by Philadelphians. Above all, the CCD's environment has given the "birthplace of the nation" something of a rebirth.

Do You Know the Way to San Jose?

While San Jose might always be a "second city" in comparison to its nearby northern California neighbor, San Francisco, the sprawling city had its high times. In the 1930s, downtown San Jose was the hub of Santa Clara Valley government services and commerce. In 1939, *The San Francisco Chronicle* reported that Hollywood had selected San Jose as America's "Most typical vest-pocket metropolis....(with the)....solid appearance of the sedate American town, plus the modern structures of today."

By the 1960s, however, department stores had moved to the suburbs. City Hall and county government moved north of downtown. The area so admired by Hollywood was studded by boarded storefronts and vacant office buildings.

In the late 1970s, then-Mayor Janet Gray Hayes coordinated an unusual movement in urban planning. She called upon community leaders to help develop a new downtown plan, for retail, housing, entertainment, office development and public spaces. During the 1990s, a 21-mile light-rail system was completed, connecting a transit mall in downtown San Jose to the Great America amusement park in Santa Clara.

San Jose also built a downtown arena that attracted a National Hockey League franchise, the Sharks. The venue also hosts regular concerts. (The NHL All-Star game generated nearly \$5 million in revenue for downtown merchants in 1997.) The San Jose McEnery Convention Center—a \$140 million investment by the San Jose Redevelopment Agency which opened in the early 1990s—now hosts an almost constant flow of high-tech conclaves, a natural subject given that the city is part of Silicon Valley.

"We've also had a couple of major computer companies recently move their headquarters into the downtown," says Jim Tucker of the San Jose Chamber of Commerce. "With workers and conventioners, the area's got a lively feel that you just didn't find a decade ago." That's evident by the action south of First Street, an area of nightclubs, alternative movie theaters, jazz clubs and sports cafes.

As in Philadelphia, San Jose pays attention to details. "You know that you're entering the downtown because we've built gateways with small statues and flags at major entry streets," says Tucker. It's a classy and venerable idea; statues of lions have long

Please turn to page 70

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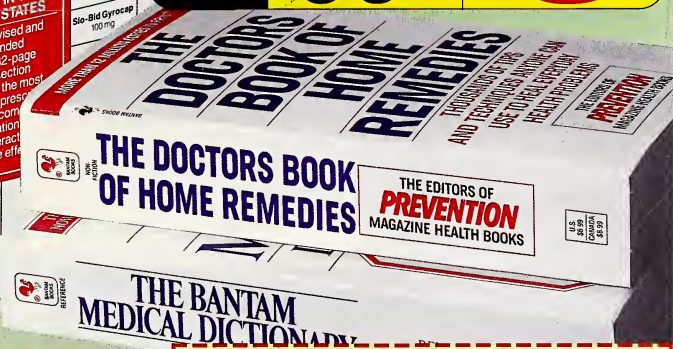
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If your prostate is starting to give you problems, you're not alone. 75% of all men over the age of 50 have enlargement of the prostate gland. The problems you may experience can be frequent, difficult, painful or weak urination.

The medical treatment for enlargement of the prostate is surgery: part or all of the prostate is removed. Over 400,000 of these operations are performed each year - yet the results are far from acceptable. **Two** out of 100 patients die, **eight** return to the hospital (*within 3 months*) because of complications, **five** become impotent and **20** need the surgery a second time. **What terrible odds!**

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REVIVAL OF CITIES

Continued from page 66

signaled visitors that they're entering old London.

However, downtown San Jose has yet to attract great numbers of residents or retail outlets. "That's the crux of a chicken and egg question," concedes Tucker. "You need residents to draw the retail business, and retail to draw the residents. It's really the next, and perhaps most important step of the revival."

A Touch of Providence

About the same time Cleveland hit its nadir, America's suburban exodus struck Providence, Rhode Island. "The retail sector and most office building tenants had left, and there was no hospitality industry to speak of," says Dan Boudoin, executive director of the not-for-profit Providence Foundation, which for the past 20 years has worked on the city's downtown revival. "A beautiful hotel that had been built in the 1920s sat vacant, a symbol of all the disinvestment that had taken place. Population dropped from 250,000 in 1950 to about 160,000."

With help from the state and federal governments, and private investors, Providence launched major infrastructure improvements in the 1980s. A centerpiece was Waterplace Park, a five-acre public square in the heart of the financial district, with waterways, bridges and a reservoir with a lighted fountain and amphitheater. At the time, says Boudoin, "that area was a gritty railroad yard."

Over the years, the city had basically paved over two rivers. The tracks were relocated, the paving was torn out and we essentially brought these two rivers back to where people could again see them."

As in Philly, an old train station was refurbished, and in this case converted into offices.

"We didn't want to go through a drastic urban renewal that destroyed the city's heritage," explains Boudoin. "We made a real effort to preserve ornate buildings that had gone up between 1890 and 1910."

Today, downtown Providence is a graceful mix of old and new. A \$350-million Convention Center Complex has helped make Providence a premium East Coast convention destination. On the drawing board is a 1.2 million square-foot downtown shopping mall.

Despite the convention center, downtown is not packed each night—at least not like you'd find in New York, Philadelphia or Cleveland. "On certain weekend evenings when there's a concert or other event in town, we'll see people just hanging out," says Boudoin. "We're a few years away from seeing that most nights. But I believe we will."

The heart of rock and roll is still beatin'....

Founded at the turn of the 19th century, Cleveland boomed as a hub of frontier commerce. With the 1825 completion of the Erie Canal between Buffalo and Albany, New York, Lake Erie commerce connected Cleveland to Buffalo and points east, while new roads headed west.

After John D. Rockefeller built a small oil refinery on Cleveland's Flats in 1870, his Standard Oil Co. fueled other businesses, which in turn helped fund city parks, museums and other attractions. Cleveland stood tall as one of the nation's most vital and financially solid cities.

Such good fortune made the city's fall all the more painful.

And yet, for all its downtown problems, greater Cleveland still served as the headquarters city for roughly 95 corporations with annual revenues of more than \$100 million. In 1979, its business leaders backed a development-minded candidate for mayor: George Voinovich, today Ohio's governor. They funded the Greater Cleveland Growth Association and other support groups.

On the political side, says Charles Webb, Mayor Voinovich made sure that public and private interests were joined at the hip.

They still are, in part thanks to current Mayor Michael White. Major corporations, investors and public spending have poured more than \$3.5 billion into downtown Cleveland. But most encouraging is a downtown residential renaissance. "It's increasingly fashionable to live near the city center," says Webb. "We're seeing a lot of warehouses converted into lofts, condos and apartments. This is a trend we hope to encourage."

Finally, Cleveland is not about to forget its past. "Not long ago, the city put lights on some of our old bridges," says Webb. "These old steel towers are part of our heritage. They add real charm to the Flats. For all the new buildings, it's a reminder to the young people of what Cleveland once was." And also that it's one of America's brightest 21st century cities. □

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FULL THROTTLE

Continued from page 33

world in technical competence.

Q. Does ALPA have its own system to promote airline safety and pilots' performance?

A. We have an extensive safety net-work. Twenty-two plus cents of each member's dues dollar goes to safety issues. That floor lighting you see in the cabins on all airplanes? That took 10 years of lobbying. Pilots don't need floor lighting to get out of the plane; they've got windows to exit [in emergency landings]. But pilots knew from accident investigations that people couldn't find their way out of the airplane and that wasn't right. It took 12 years to convince authorities to require placement of placards on the backs of seats reminding passengers to fasten their seatbelts as a precaution during takeoffs and landings. This is not a safety issue for pilots because we wear seatbelts at all times in the cockpit.

Internally, ALPA has a number of safety programs that address how we as pilots look at carriers' training programs such as check rides for performance. For example, 20 years ago, a pilot would be required to do a series of maneuvers, such as stalling an airplane to demonstrate the ability to recover. What good does that do you other than to show you the characteristics—once—of what an airplane will do in a stall? We've always felt that training should be more in tune with what pilots are going to encounter in line operations, not just making aerobatic maneuvers. In line-oriented flight training there's not necessarily right and wrong answers, but it helps you make better judgments and decision-making in real-life situations. We've come a long way over the last decade.

Q. Do you think commercial airline safety has improved much since 1978 when the industry was deregulated? Some critics contend that overall safety has suffered as carriers compete—often with air-fare wars—to fill their planes.

A. To use an aircraft analogy, yes, I'd say we have stalled for a bit after deregulation. In the early 1980s we were clearly seeing a degradation in safety. Was it as unsafe or safe as it had been before 1978? No. But we seemed to be recovering. For a while, it seemed anything a carrier wanted to do

was acceptable. In my view, the FAA placed too much emphasis on the industry's quest for growth. What happened is that you had a lot of airlines grow too quickly, so quickly in fact, they put themselves out of business.

You also had people come into the airline industry who had no background in the business. One comes to mind—Frank Lorenzo, who took over Eastern Airlines. When I flew for Eastern during this period, I recall we had an estimated 13,000 reports turned in by airline pilots concerning maintenance problems. FAA responded by saying, "Nah, this is a fine company, and there's nothing wrong whatsoever going on here." This same company a year later was found guilty of 60 criminal counts for pencil whipping maintenance records. For example [in the mid-to-late 1980s], there were instances of aircraft having undergone C-checks, which is a very serious, thorough review. It was later discovered many of these planes had never been inside a hangar or inspected.

I'd like to think we've seen a progressive turnaround since that time. David Hinson, who used to head the FAA, brought a very refreshing and needed change to that agency. The FAA is a large bureaucracy and has undergone numerous changes in leadership over the years. That's why we've advocated five-year terms for the FAA administrator position so as to provide stability [of leadership].

Q. You alluded to the problems that developed in the early 1980s. Certainly, 1981 comes to mind when striking PATCO (Professional Air Traffic Controllers Organization) workers were fired by Ronald Reagan. As the FAA scrambled to hire new controllers, some wondered if passengers' safety wasn't jeopardized. Do you think these were valid concerns about the training these new controllers received?

A. Simple logic would tell you there had to be concerns. You had 13,000 controllers who had operational experience from five to 25 years. You're not going to convince me that within 24 hours you're going to replace them with controllers who now have a collective average of zero-years experience in the tower. Am I suggesting these are not good controllers today? No, not at all. They had to develop their skills over time. I'll have to credit the FAA with adjusting the system during this period.

Q. Some time ago, the FAA pro-

posed increasing the flight times of two-pilot crews from eight to 10 hours daily. Your union opposes this. Why? That doesn't seem to be a large increase in work hours compared to people in other professions.

A. A pilot does more than just fly the plane. For example, say I'm a pilot at National Airport here in Washington and show up at seven in the morning to prepare for an eight o'clock flight. During the inspection, I discover a mechanical problem that's going to take several hours to fix. Now it's three in the afternoon, and I have yet to find out I have an oil leak or brake problem. That takes time to fix, and before you know it, it's seven in the evening, and I have yet to pull back from the gate. What have I done so far? Nothing. OK, everything checks out, and theoretically I can take off and fly 10 hours, make seven stops across the United States, and arrive at seven o'clock on the west coast. I've been up 24 hours and would be exhausted. I wouldn't drive my car after being up that long—so why would you want to ride with me in an airplane? But under today's rules, that would be legal.

Fatigue is the issue here. NASA studies have found, and the NTSB agrees, that pilot fatigue is a contributing factor to accidents. FAA's charge here was to limit pilots' fatigue problem and what do they propose? To increase the amount of flight hours.

The worst case I can cite where pilot fatigue was a factor was in a crash of a charter airplane out of Guantanamo Bay in Cuba. The crew of this DC-8 had been up for 19½ hours; they were tired and crashed on final approach to Guantanamo. Everything totally destroyed. The unbelievable thing is, had this plane not crashed, the crew would have unloaded their cargo, loaded new cargo, refueled and taken off again for Baltimore for a total of more than 24 hours of continuous duty.

Q. Where does the proposal stand now?

A. It's been in park over the last six months as the FAA sought a new administrator. The current administrator, Jane Garvey, says she considers it a priority.

Q. How safe is it to fly aboard, say, 25-year-old aircraft that have been completely refurbished?

A. It's safe. Literally everything on an airplane is replaced over time—wiring, brakes and so forth. Most of these craft have had 25 years

of constant maintenance, and they're safe and sound.

Q. Safety takes in a lot of things in the airline industry. You can talk about pilot proficiency, maintenance, mechanics and so forth, but don't disruptive passengers pose a real concern within the airline industry?

A. We've had some incidents in recent years where crews have been distracted by passengers. I don't want to make this a gender issue, but the majority of flight attendants are female. Let me give you an example of what occurs: Say you get some big guy back in the cabin who's full of martinis when he gets on the flight and wants another round. The attendant refuses to serve him, the guy gets unruly and threatens to start swinging. Now, one of the pilots has to leave the cockpit and deal with the situation. You're taking a risk by having that pilot leave the seat.

Airline carriers don't always see it this way. Is a carrier going to risk losing the business, say, of a disruptive person—who also happens to be a frequent flyer—by pressing charges against this passenger or tell them never to fly their airline again? No. But I think people in the industry are becoming more in tune with the problems posed by unruly passengers, and I think you're going to see some results. Passengers don't like disruptions on the ground—and they really don't like them at 32,000 feet in the air.

Q. Don't want to get off on a red herring here, but it seems like airline travelers are more cranky these days. Is this true?

A. Yeah, somewhat, and there's a couple of factors that go with that. Load factors aboard planes before deregulation were lower. Today, they're much higher. Airlines overbook flights, as much as 125 percent over a full load, because they know not everyone is going to make their flight. What happens when 125 percent show up for that same flight? If you get bumped and put on a later flight, that plane's likely to be filled, too. These and other changes within the industry have not been exactly conducive to smiling, happy faces for travelers.

Part of this issue of unruly passengers is all about education. People know today not to say, "Hey, what are you looking in my suitcase for? Are you looking for a bomb in there?" The first time you try that, they pull you out of line and put the cuffs on you; all of a sudden it's not so funny.

Q. Seems like the commuter airlines have come under the scrutiny of the FAA on safety issues. Are these smaller airliners as safe as the big carriers?

A. Yes, they are. Obviously, the smaller airlines fly shorter segments, make more landings and take-offs. Let's look at the extremes. Northwest Airlines, which has the longest duration flights in the industry, makes an average fleet landing of every four or five hours. A lot of these smaller airlines are making an average takeoff and landing every 30 minutes. Look at the incidents of accidents—most happen primarily during takeoffs and landings. If you don't have that many of them per hour, your numbers are going to look pretty good.

Regional airlines are growing, they have good pilots, and yes, they have had some dramatic accidents that have put them on the front page. These carriers have been given a bad rap in the news media that results in unwarranted fears among consumers.

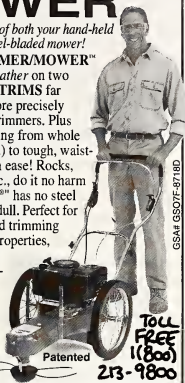
I'm always amazed, though, by the public perception of overall airline safety. Last year, household pets and bathroom accidents killed more people than airline accidents did, but those things don't make the front page. ☐

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Continued from page 39

and how much to spend. Without that information, I'll just throw out a few suggestions for what to eat, and leave the where up to you. Crayfish can be divine, though their *appearance* is more akin to lobster than their *taste*. As you might have learned already, do not eat the heads unless you have a strong constitution; no matter what the souvenir T-shirts or your jocular friends might say, the best meat is in the tail. If you don't mind potpourri, try jambalaya. It varies greatly depending on each kitchen's leftovers but always hits the spot. A po' boy sandwich can be just the thing when you're on the go. But always leave room for pralines to close the meal, an almost sickeningly sweet confection compounded from pecans, sugar, butter and water.

More than anything, New Orleans is known for its music. On Saint Peter Street, between Bourbon and Royal, you'll find two of the finest clubs in the Quarter: Preservation Hall and Pat O'Brien's. Stop in the latter first and get a Hurricane in a plastic "go-cup" before heading into the Hall, which serves no food or drink, but offers some of the best traditional jazz you're ever likely to hear. Sure, it's crowded, but the musicians here pay homage to such greats as Buddy Bolden, Louis Armstrong and Jellyroll Morton.

No trip is complete without paying homage to the departed. New Orleans hosts some of the finest cemeteries in the world. Some call them "Cities of the Dead" because of the extensive use of above-ground tombs, necessary to compensate for the high water table that would send caskets floating to the surface in an area mostly below sea level. Metairie Cemetery offers some of the finest, and most diverse, architecture anywhere, while St. Louis Cemetery No. 2 is the resting place for many local celebrities. Lafayette Cemetery on Washington Avenue is another top choice for many tourists.

There's simply no room to go more into detail on the beautiful residential architecture of the Garden District or the opportunities for water activities on Lake Pontchartrain. Whatever you decide to do, and wherever exactly you go, always carry a gris-gris (voodoo charm) for good fortune, and remember the most common saying in New Orleans: *Laissez les bon temps rouler*. Let the good times roll! □



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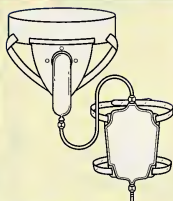
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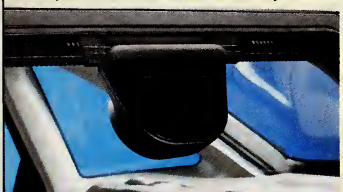
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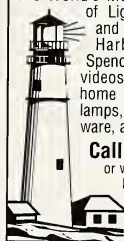
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COMRADES IN DISTRESS

Readers who can help these veterans are urged to write a witness letter, including the CID number. Send the letters to CID, The American Legion Magazine, P.O. Box 1055, Indianapolis, IN 46206.

Notices are published only at the request of American Legion Service Officers representing claimants using Search for Witnesses Forms available from Legion Department Service Offices.

Army, 2nd Inf. Div., 2nd Engr. Bn. Philip N. Coles needs witness to verify he hurt his back when his guard tower fell, Korea, 1967-68. CID #1363

TAPS

Taps notices are limited to only those Legionnaires who have held high National or Department offices. We regret that we cannot extend the honor to all members.

Emory G. Miller, CT, Nat'l Sec. Council V. Chmn. (1992-95), Dept. V. Cmdr. (1989-90), Dept. M&PA Chmn. (1989-90), Dept. Cmdr. (1990-91), Dept. Boy Scout Chmn. (1992-95), Dept. Oratorical Chmn. (1993-94).

Raymond Atol, ND, Nat'l Dist. Guests Commission V. Chmn. (1986-89), Nat'l Legislative Commission (1988-97), Nat'l M&PA Chmn. (1981-82), Dept. Cmdr. (1992-93), Dept. Foreign Rel. Chmn. (1992-93), Dept. Legislative Chmn. (1991-92), Dept. V. Chmn. (1989-90).

James William Steinsiek, AR, Nat'l Const. & Bylaws Com. (1958-61), Nat'l Inter-American Comm. (1960-61), Nat'l Rehabilitation Commission Executive Section (1961), Nat'l M&PA Chmn. (1961-63), Nat'l Rehabilitation Commission Area C (1961-65), Nat'l Child Welfare Commission Advisory Board (1966-69), Nat'l Dist. Guests Comm. (1966-67), NEC (1969-71), Nat'l Sec. Commission Liaison Comm. (1969-70), Nat'l Leg. Commission Liaison (1970-71), Nat'l Internal Affairs Commission (1971-97), Nat'l Leg. Council (1979-80, 1983-90), Dept. Internal Affairs Chmn. (1959-60), Dept. Const. & Bylaws Com. Chmn. (1960-61, 1966-67, 1971-99), Dept. Cmdr. (1965-66), Dept. Child Welfare Chmn. (1968-69), Dept. Community Serv. Chmn. (1970-71), Dept. Spirit of '76 Chmn. (1972-76).

Francis William LaRocco, NY, Nat'l Dist. Guests Comm. (1948-49, 1953-54), Nat'l Economic Commission (1964-97), Nat'l Legislative Council (1976-82), Nat'l Vets. Pref. Comm. Executive Sec. (1949-64), Dept. Dist. Guests Comm. Chmn. (1971-76, 1978-79), Dept. V. Cmdr. (1953-54), Hon. Dept. Cmdr. (1993-94).

Edwin H. Albertson, MN, Dept. Sgt.-at-Arms (1997). Aubrey W. Sullivan, MO, Nat'l Vets. Pref. Comm. (1957-65), Nat'l Leg. Council (1975-76, 1989-90), Nat'l Leg. Council V. Chmn. (1975-78), Nat'l PR Commission Advisory Board (1987-89), Nat'l Internal Affairs Commission (1990-96), Dept. Asst. Adjutant (1964-65), Dept. Adjutant (1965-72, 1986-89), Dept. Energy Chmn. (1983-84), Dept. Publications Chmn. (1983-84), Dept. Cmdr. (1989-90).

LIFE MEMBERSHIPS

Life Membership notices are published for Legionnaires who have been awarded Life Memberships by their Posts.

Life Membership notices must be submitted on official forms which may be obtained by sending a self-addressed, stamped envelope to: Life Memberships, The American Legion Magazine, P.O. Box 1055, Indianapolis, IN 46206

Leonard Albright, James Hartley, Clarence Knechtel, George Zafrentos (1997) Post 137, McCleod, CA. Mario Cassanogo, Raymond Hitchcock (1998) Post 92, McCleod, CA.

Kenneth H. Rexroad (1996) Post 180, Rosedale, MD. Robert W. Hesse (1997) Post 180, Rosedale, MD. Guy Livingston (1997) Post 530, Olean, NY. Harry Ingalls (1997) Post 1375, New Hartford, NY. Allan F. Blackmar (1997) Post 426, One Plains, NY. William B. Nemier (1997) Post 586, Adams, NY. Louise Kuehnell (1997) Post 12, West Palm Beach, FL. Donald W. Carpenter (1997) Post 66, Camden, NJ. James E. Copher (1997) Post 398, Mount, MN.

Ben Martinez, Christian E. Pate Jr. (1997) Post 240, Pensacola, FL.

Ernest Boyton (1997) Post 391, Mine Hill, NJ. Virgil Comsia (1997) Post 117, San Leandro, CA.

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IN SEARCH OF...

This column is for readers searching for groups of veterans for purposes other than forming a reunion (use VETS' column) or to find witnesses to verify VA health claims (use COMRADES IN DISTRESS column). No notices seeking information about relatives or friends will be published. Notices are published free, on a space-available basis. If a notice does not appear within six months of submission, please resubmit.

Relatives of the 110 American B-24 flyers who were shot down by German anti-aircraft in Italy on Dec. 1, 1943. Contact: Donato A. DeSimone, PO Box 148, Fairview Village, PA 19409.

Members of Platoon 750 RDMCB in San Diego from June to August 1944. Contact: Silas W. Coleman, 7351 S. Huron Way, Littleton, CO 80120.

Photographs and first-person accounts of Native American men and women serving in the Army Air Corps/Air Force, 1940-97, for display. Contact: Department of the Air Force, Attn: Pamela Chadick, HQ USAF/DPFES, 2354 Fairchild Dr., Ste. 3K27, USAF Academy, CO 80840.

Members of the 15th Air Force in Italy during WWII who flew B-17s, P-38s and P-51s against the Ploesti Oil Fields in Romania for a display. Contact: William Feder Sr., 101 Rainbow Dr., #2475, Livingston, TX 77351

Anyone who served in the 3rd Amphibious between June 1944 and June 1946. Contact: Jimmy Mugno, 871 Onderdonk Ave., #2L, Ridgewood, NY 11385. Anyone who served in the 695 AFA Bn. C Btry. at Fort Knox, Ky., Sept. 1951 through Oct. 1952. Contact: Charles B. Stine Sr., 14260 Ridge Rd., Waynesboro, VA 17268-9543.

All classified advertising is payable in advance by check or money order. Please make remittance payable to "The American Legion Magazine." RATES: \$20 per word. Count street addresses and box numbers as two words; all city, state and zip codes as three words. CIRCULATION: 2,800 monthly per month. DEADLINE: Advertising copy must be received 60 days before cover date of issue desired. All advertisements are accepted at the discretion of the publisher.

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ASIAN WOMEN Overseas, marriage-minded. Sunshine International Correspondence, Box 5500-HK, Kailua-Kona, HI 96745-5500 (808) 325-7707, <http://sunshine-girls.com>.

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Air crewmen brought to American lines in Burma by members of Detachment 101. The Detachment 101 Assoc. would like to hear from you. Contact: Alger C. Ellis, 2388 Danville St., Arlington, VA 22207.

Anyone who was aboard the USS Tusk SS-426 when Tusk rammed the hospital ship USS Consolation AH-155 in the Atlantic on Feb. 12, 1947. Contact: Marion Krawczyk, 3489 Dunhaven Rd., Baltimore, MD 21222-5942.

Anyone who served in the 253 AGF Band, Casella, Italy, 1946. Contact: Frank Schmitzer, 9561 Podetti Ave., San Diego, CA 92123-3636.

Former members of the Navy Rescue Squadron Two (VH-2) attached from July 1944 to Aug. 31, 1945 while stationed at Salpa. Seeking history information. Contact: Max B. Friend, 22 Milan Manor Drive, Milan, OH 44846-9601.

Anyone who served on the USS AFD #5 (Floating Dry Dock) from 1944 through 1946. Contact: Tom Eider, 3211 Aquila Ln., St. Louis Park, MN 55426.

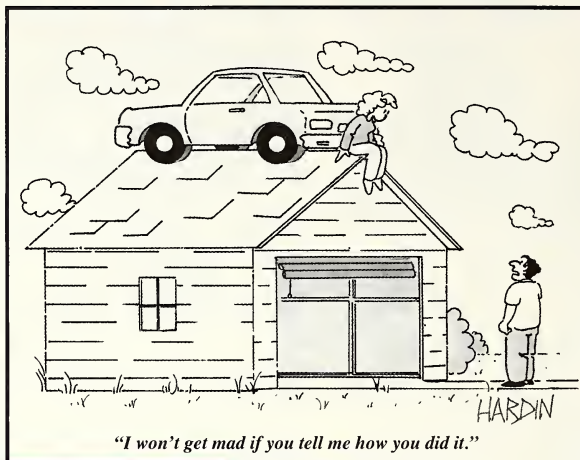
WWII B-24 bomber crew "Ellen Ann" in the 15th Air Force, stationed at Stenora, Italy. Contact: Leon Ludt, 508 Burnthorpe Rd., Carlisle, PA 17013.

Anyone stationed at CASU I Airfield Ordinance Ford Island from June 1944 to December 1945. Contact: Larry Nese, 24351 416th Ave., Arden, SD 57314.

Members of Platoon 568, MCRD, San Diego, June 1943. Contact: Richard Harris, 2731 NW 39th Dr., Gainesville, FL 32606-6686.

Anyone who served in the 97th MP Platoon in Germany during WWII. Contact: John R. Austin, 10337 Malcolm Cr., Apt. C, Cockeysville, MD 21030.

Anyone who served with the 3rd Inf. Div., Accounting and Finance in Korea, 1950-52. Contact: Richard DeWalt, 3370 Flowerdale Rd., Springfield, OH 45504. Anyone who served with the 681st AF Band, Parris AF, Sherman, Texas, from 1950-53. Contact: Ken Goach, 5017 Westway Tr., Amarillo, TX 79109.



"It's amazing
how many
people beat
you at golf
when you're
no longer
president."
—George Bush

Fishy Finances

A newlywed couple was going over some bills one evening. "Honey," started the husband, "aren't these charges for outfits you bought before we were married?"

"Yes, darling," she replied. "Why?"

"Well," he answered playfully, "don't you think it's unfair to make a fish pay for the bait he was caught with?"

Neighbors

Two neighbors were chatting over the back fence. "We're going to be living in a better neighborhood soon," bragged Joe.

"So are we," replied Bob.

"Oh, are you moving, too?"

"No," answered Bob, "we're staying here."

The Final Frontier

An advertising salesman always noticed how the neighborhood children treated him as their hero. He would walk by them and they would look at him with awe.

One day, as he walked by the group of children one boy asked him to look at his toy space shuttle. As the man paused to look at the toy, the children surrounded him and began asking him many questions about his voyages in space.

Embarrassed, the ad man told the children he had never been in the shuttle.

The children, looking confused, asked, "But aren't you the space salesman?"

Oval Glass Ceiling

After President Coolidge issued his famous "I do not choose to run" statement, he was besieged by reporters seeking a more detailed statement. One persistent reporter followed him to the door of his library.

"Exactly why don't you want to be President again?" he asked.

Coolidge turned and replied, "Because there's no chance for advancement."

You Get What You Ask For

A stranger entered an apartment building and asked a young desk clerk in the lobby, "Can you tell me where Max Smith lives?"

The boy smiled and replied, "Yes, sir. I'll show you."

Six flights up, the clerk pointed to a door with the name "Smith" on it. The stranger pounded on the door for a while and, after no response, commented, "Well, I guess he's not here."

"Oh, no, sir," answered the clerk, "Mr. Smith was downstairs in the lobby."

Working Plan

A man came home from work to find his lazy brother-in-law draped across a chair watching television. "Ed," started the man, "why don't you go out and get a job?"

"Why?" grunted Ed.

"So you could earn money."

"What for?" asked his brother-in-law.

"So you could put it in the bank," answered the man.

"Why?" asked Ed again.

"Because," answered the man, impatiently, "over time your bank account would grow, you would earn interest and eventually you could retire and not work any more."

"But," pointed out the brother-in-law, "I'm not working now."



"Edgar! I found your false teeth!"



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7 Ways Your Zoysia Grass Lawn Saves You Time, Work, and Money!

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Would you believe a lawn could be perfect when watered just once? In Iowa, the state's biggest Men's Garden club picked a zoysia lawn as "top lawn—nearly perfect." Yet, this lawn had been watered only once all summer to August!

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2 ENDS RE-SEEDING NEVER NEEDS REPLACEMENT

Plug in your zoysia grass and you'll never have to spend money on grass seed again! Since you won't be buying seeds, you won't need to dig and rake—then hope the seeds take root before birds eat them or the next hard rain washes them away.

3 NO NEED TO DIG UP OLD GRASS

Plant Amazon in old lawn, new ground, whatever. Set 1" square plugs into holes in the soil 1 foot apart, checkerboard style. Plugs spread to drive out old, unwanted growth, weeds included. Easy instructions with your order. If you can put a cork into a bottle, you can plug in Amazon.

4 FOR SLOPES, PLAY AREAS, AND BARE SPOTS

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"The hotter it gets, the better it grows!" Plug-in zoysia thrives in blistering heat, yet it won't winter kill to 30° below zero. It just goes off its green color after killing frosts, begins regaining its green color as temps. in the spring are consistently warm. Of course, this varies with climate.

6 NO NEED TO SPEND MONEY ON DANGEROUS CHEMICALS

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<input type="checkbox"/> Additional Plugger	\$6 ⁹⁵
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